JAN 2 1906

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

314-13

107
5/25/06

106

TIME TABLE

FOR THE

WESTERN DIVISION.

To Take Effect Sunday, December 31, 1905, at 6:00 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time table as circumstances may require.

E. E. CALVIN, *General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*	W. S. PALMER, *Gen'l Superintendent.*

WESTERN DIVISION: Main Line—San Francisco and Port Costa.

East Bound.

FROM SAN FRANCISCO.

TIME TABLE No. 106. Dec. 31, 1905.

	Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.	STATIONS. (Foot-note *)	DISTANCE FROM SAN FRANCISCO.	Third Class. 246 Fresno Freight Daily	250 Tracy Freight Daily Ex. Sun.	268 Way Freight Daily Ex. Sun.	220 C. P. Through Freight Daily	222 Oregon Freight Daily	202 Sacramento Freight Daily	Minimum running time between stations for passenger trains—minutes	Flagging distance expressed in number of poles. Danger Point	Caution Point
Via Oakland Ferry		DN.S. FRANCISCO	0.00									
		4.50 DN.OAKL'D PIER	4.50									
	W	DN.OAKLAND PIER	4.50									
	Term. Yard TYWCO	1.39 DN.West Oakland	5.89	PM LV 11.20	AM LV 11.05	AM LV 7.40	AM LV 4.20	AM LV 1.00	AM LV 12.01	4		
Double Track.	16,273	0.60 D Oakland	6.49	11.30	11.15	7.48	4.30	1.10	12.10			
	21,829	1.14 Emery	7.63							3		
	6,222	1.12 D Stock Yards	8.75									
	49,679	1.67 West Berkeley	10.42							3		
	6,564	0.73 Corbin	11.15									
	2,704	0.53 Fleming	11.68									
	1,672	0.50 Nobel	12.18							3		
	4,118	0.59 Point Isabel (Spur)	12.77									
	8,817	1.15 D Stege	13.92									
	3,353	2.10 D Richmond	16.02							3	14	20
	17,722 W	1.57 DN San Pablo	17.59							2		
	10,563	2.13 Giant	19.72							1		
	6,185	1.10 Sobrante	20.82							4		
	8,535	3.20 D Pinole	24.02									
	3,508	0.78 Hercules	24.80							3		
	3,337	1.66 Rodeo	26.46									
	2,238	1.02 Oleum (Spur)	27.48							4		
	9,170	0.66 Tormey	28.14									
	9,514	0.87 D VALLEJO JUNC.	29.01							1		
	21,603	0.96 D Crockett	29.97							3		
	74,235 TCWO	2.20 DN.PORT COSTA (32.17)	32.17	AM 12.50 AM AR	PM 12.55 PM AR	PM 12.40 PM AR	5.50 AM AR	2.35 AM AR	1.30 AM AR			
				Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily			
		Time over District		1.30	1.50	5.00	1.30	1.35	1.29			
		Average speed per hour		17.52	14.33	5.25	17.52	16.59	17.71			

STATIONS.	First Class. 16 Oregon Express Daily	§14 Reno Passenger Daily	6 C. P. Atlantic Express Daily	10 Fast Mail Daily	48 Vallejo and Sacramento Passenger Daily	26 The Owl Daily	44 San Ramon, Calistoga & Santa Rosa Passenger Daily	18 Sacramento and Oroville Passenger Daily	50 Fresno Passenger Daily
DN.S. FRANCISCO	PM LV 8.20	PM LV 7.00	PM LV 6.00	PM LV 6.00	PM LV 5.20	PM LV 5.00	PM LV 4.00	PM LV 3.40	PM LV 3.20
DN.OAKL'D PIER	8.38	7.18	6.18	6.18	5.38	5.18	4.18	3.58	3.38
DN.OAKLAND PIER	PM LV 8.53	PM LV 7.30	PM LV 6.34	PM LV 6.30	PM LV 5.48	PM LV 5.28	PM LV 4.28	PM LV 4.08	PM LV 3.48
DN.West Oakland									
D Oakland	s 9.00	s 7.36	s 6.41	s 6.36	s 5.54	s 5.35	s 4.34	s 4.14	s 3.53
Emery									
D Stock Yards	9.04	7.40	6.46	6.40	5.58	5.39	4.38	4.18	3.57
West Berkeley	9.07	7.43	6.50	6.43	6.01	5.42	4.41	† 4.22	4.00
Corbin	9.08	7.44	6.51	6.44	6.02	5.43	4.42	4.23	4.01
Fleming								f	
Nobel	9.10	7.46	6.53	6.46	6.04	5.45	4.44	4.25	4.03
Point Isabel (Spur)								f	
D Stege	9.13	7.49	6.56	6.48	6.07	5.48	4.46	s 4.29	4.07
D Richmond	9.16	7.52	6.59	6.51	6.10	5.51	4.49	s 4.33	f 4.10
DN San Pablo	9.18	7.54	7.01	6.53	6.12	5.53	4.52	s 4.36	† 4.12
Giant	9.22	7.58	7.05	6.56	6.15	5.57	4.55	s 4.41	4.16
Sobrante	9.24	8.00	7.07	6.58	6.17	5.59	4.57	4.43	* 4.18
D Pinole	9.29	8.06	7.12	7.04	* 6.22	6.04	5.02	s 4.50	s 4.24
Hercules									
Rodeo	9.33	8.10	7.16	7.08	6.26	6.08	5.05	s 4.55	4.28
Oleum (Spur)									
Tormey	9.36	8.13	7.19	7.11	6.29	6.11	5.08	5.00	f 4.32
D VALLEJO JUNC.	9.37	8.14	7.21	7.12	s 6.30	6.12	5.09} 5.15}	s 5.02	* 4.33
D Crockett	9.39	8.16	7.24	7.14	6.32	6.14	s 5.18	* 5.04	s 4.35
DN.PORT COSTA	s 9.43 PM AR	s 8.20 PM AR	s 7.30 PM AR	7.18 PM AR	s 6.35 PM AR	s 6.18 PM AR	s 5.25 PM AR	s 5.10 PM AR	s 4.40 PM AR
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Time over District	0.50	0.50	0.56	0.48	0.47	0.50	0.57	1.02	0.52
Average speed per hour	33.20	33.20	29.65	34.59	35.32	33.20	29.13	26.78	31.92

STATIONS.	2 Overland Limited Daily	8 Los Angeles Passenger Daily	46 Martinez Passenger Daily	4 C. P. Atlantic Express Daily	84 Bakersfield Passenger Daily	12 Oregon Express Daily	42 San Ramon, Calistoga & Santa Rosa Passenger Daily	20 Sacramento and Oroville Passenger Daily
DN.S. FRANCISCO	AM LV 11.00	AM LV 10.20	AM LV 9.40	AM LV 9.00	AM LV 8.20	AM LV 8.00	AM LV 7.40	AM LV 7.00
DN.OAKL'D PIER	11.18	10.38	9.58	9.18	8.38	8.18	7.58	7.18
DN.OAKLAND PIER	AM LV 11.30	AM LV 10.48	AM LV 10.05	AM LV 9.30	AM LV 8.47	AM LV 8.30	AM LV 8.07	AM LV 7.28
DN.West Oakland								
D Oakland	s11.37	s10.54	s10.11	s 9.37	s 8.53	s 8.37	s 8.13	s 7.34
Emery								
D Stock Yards	11.41	10.58	10 15	9.42	8.57	8.42	8.16	7.39
West Berkeley	11.44	11.02	†10.18	9.45	9.00	8.45	8.18	† 7.43
Corbin	11.45	11.03	10.19	9.46	9.01	8.46	8.19	7.44
Fleming			f					f
Nobel	11.47	11.05	10.21	9.48	9.03	8.48	8.21	7.46
Point Isabel (Spur)			f					f
D Stege	11.49	11.08	s10.25	9.50	9.06	8.51	8.24	s 7.50
D Richmond	11.52	s11.11	s10.28	9.53	9.09	s 8.54	8.27	s 7.54
DN San Pablo	11.54	11.14	s10.31	9.56	9.11	8.57	8.29	s 7.58
Giant	11.57	11.18	f10.36	9.59	9.14	9.01	8.33	s 8.02
Sobrante	11.59	11.20	f10.38	10.01	9.16	9.03	8.36	8.05
D Pinole	PM 12.04	11.26	s10.46	10.06	9.21	9.09	8.41	s 8.12
Hercules								
Rodeo	12.07	11.30	s10.51	10.10	9.25	9.14	8.44	s 8.18
Oleum (Spur)								
Tormey	12.11	11.34	f10.55	10.13	9.28	9.17	8.48	f 8.22
D VALLEJO JUNC.	12.12	s11.35	s10.57	10.14	9.29	9.18	8.50} 8.56}	s 8.23
D Crockett	12.14	11.37	s10.59	10.16	9.31	9.21	s 8.58	s 8.26
DN.PORT COSTA	12.20 PM AR	s11.42 AM AR	s11.04 AM AR	s10.20 AM AR	s 9.35 AM AR	s 9.25 AM AR	s 9.05 AM AR	s 8.33 AM AR
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Time over District	0.50	0.54	0.59	0.50	0.48	0.55	0.58	1.05
Average speed per hour	33.20	30.74	28.14	33.20	34.59	30.18	28.62	25.54

NOTE CAREFULLY.—*No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 22 for special rules on double track.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

Trains will stop as follows:

At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44 and 46 on signal.
§ No. 14, Sundays, makes same stops as No. 18 and 50, Steamer connects Vallejo Junction for Vallejo.

WESTERN DIVISION: Main Line—San Francisco and Port Costa.

TOWARD SAN FRANCISCO.

West Bound.

TIME TABLE
No. 106.
Dec. 31, 1905.

Flagging distance expre in number of poles. Danger Point	Caution Point	Minimum running time between stations for freight trains—minutes	STATIONS. (Foot-note ⋆)		DISTANCE FROM PORT COSTA.	First Class.																		Third Class.							
						13	15	25	41	81	17	47	49	9	3	5	83	1	43	45	7	19	§11	201	265	219	241	249	267	217	221
						Reno Passenger	California Express	The Owl	Santa Rosa, Calistoga & San Ramon Passenger	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	Fresno and Stockton Passenger	Fast Mail	C. P. Pacific Express	C. P. Pacific Express	Bakersfield Passenger	Overland Limited	Santa Rosa, Calistoga & San Ramon Passenger	Martinez Passenger	Los Angeles Passenger	Sacramento Passenger	California Express	Oregon Freight	Freight	Ogden Freight	El Paso Freight	Tracy Freight	Way Freight	Ogden Freight	Oregon Freight
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
			DN S. FRANCISCO 4.50	Via Oakland Ferry	32.17	A M AR 7.08	A M AR 8.48	A M AR 8.48	A M AR 9.28	A M AR 10.28	A M AR 10.48	A M AR 11.28	P M AR 12.08	P M AR 12.28	P M AR 12.48	P M AR 4.28	P M AR 4.48	P M AR 5.48	P M AR 6.08	P M AR 6.48	P M AR 7.08	P M AR 7.28	P M AR 7.48								
			DN OAKL'D PIER.		27.67	6.48	8.28	8.28	9.08	10.08	10.28	11.08	P M 11.48	12.08 P M	12.28	4.08	4.28	5.28	5.48	6.28	6.48	7.08	7.28								
14	20		DN OAKLAND PIER 1.39		27.67	A M AR 6.40	A M AR 8.10	A M AR 8.20	A M AR 9.02	A M AR 10.02	A M AR 10.15	A M AR 11.03	A M AR 11.42	A M AR 11.55	P M AR 12.18	P M AR 3.53	P M AR 4.15	P M AR 5.12	P M AR 5.44	P M AR 6.14	P M AR 6.36	P M AR 6.54	P M AR 7.20								
		28	DN West Oakland 0.60		26.28																			A M AR 1.30	A M AR 4.15	A M AR 6.30	A M AR 9.50	P M AR 3.30	P M AR 5.25	P M AR 8.05	P M AR 9.55
			D Oakland 1.14	Double Track.	25.68	s 6.34	s 8.03	s 8.14	s 8.55	s 9.56	s10.08	s10.58	s11.34	s11.49	s12.12	s 3.47	s 4.08	s 5.05	s 5.39	s 6.08	s 6.30	s 6.48	s 7.14	1.20	4.05	6.20	9.40	3.20	5.15	7.55	9.45
			Emery 1.12		24.54																										
			D Stock Yards 1.67		23.42	6.29	7.58	8.08	8.49	9.52	10.03	10.53	11.31	11.44	12.08	3.41	4.03	4.59	5.34	6.03	6.24	6.42	7.09								
			West Berkeley 0.73		21.75	6.26	7.54	8.05	8.45	9.48	⋆ 9.59	10.50	11.28	11.41	12.05	3.38	4.00	4.55	5.31	⋆ 5.59	6.21	⋆ 6.38	7.06								
			Corbin 0.53		21.02	6.25	7.53	8.04	8.43	9.47	9.58	10.49	11.27	11.40	12.04	3.37	3.59	4.54	5.30	5.58	6.20	6.37	7.05								
			Fleming 0.50		20.49				f		f									f											
			Nobel 0.59		19.99	6.23	7.51	8.02	8.41	9.45	9.56	10.47	11.25	11.38	12.02	3.35	3.57	4.52	5.28	5.56	6.18	6.35	7.03								
			Point Isabel (Spur) 1.15		19.40															f											
		See Foot-note below.	D Stege 2.10		18.25	f 6.20	7.47	7.59	s 8.37	9.42	f 9.52	10.44	11.22	11.36	P M 11.59	3.32	3.54	4.48	5.26	s 5.52	6.14	⋆ 6.31	7.00								
			D Richmond 1.57		16.15	f 6.17	7.44	7.56	s 8.33	9.39	s 9.48	10.41	s11.19	11.34	11.56	3.28	3.51	4.45	5.23	s 5.48	6.11	f 6.27	⋆ 6.56								
			DN San Pablo 2.13		14.58	6.15	7.42	7.53	s 8.30	9.37	f 9.46	10.39	11.17	11.32	11.54	3.26	3.49	4.42	5.21	s 5.45	6.08	⋆ 6.23	6.54								
		37	Giant 1.10		12.45	6.11	7.38	7.49	f 8.25	9.34	f 9.41	10.36	f11.13	11.30	11.51	3.22	‡ 3.45	4.38	5.18	f 5.40	6.04	6.18	6.50								
			Sobrante 3.20		11.35	6.09	7.36	7.47	8.23	9.32	f 9.39	10.34	11.11	11.28	11.49	3.20	3.43	4.36	5.16	f 5.38	6.02	6.16	6.48								
			D Pinole 0.78		8.15	6.04	7.30	7.41	s 8.17	9.27	f 9.33	10.29	s11.05	11.23	11.44	3.15	s 3.38	4.31	5.12	s 5.31	5.57	s 6.09	6.43								
			Hercules 1.66		7.37																										
			Rodeo 1.02		5.71	6.00	7.26	7.36	s 8.12	9.23	f 9.28	10.25	f11.01	11.19	11.40	3.11	3.34	4.26	5.08	s 5.27	5.52	6.04	6.39								
			Oleum (Spur) 0.66		4.69																										
			Tormey 0.87		4.03	5.57	7.22	7.32	f 8.08	9.19	9.24	10.22	10.57	11.17	11.37	3.07	3.31	4.22	5.05	f 5.22	5.47	6.01	6.36								
			D VALLEJO JUNC. 0.96		3.16	5.56	7.21	7.31	8.07 8.01	9.18	s 9.23	s10.21	s10.56	11.16	11.36	3.06	s 3.30	4.21	5.04 4.57	s 5.21	5.46	⋆ 5.58	† 6.34								
			D Crockett 2.20		2.20	5.54	7.19	7.29	s 7.57	9.16	⋆ 9.21	s10.17	⋆10.53	11.14	11.34	3.04	3.28	4.19	s 4.53	s 5.18	5.44	s 5.56	⋆ 6.32								
			DN PORT COSTA. (32.17)		0.00	5.50 A M LV	7.15 A M LV	7.25 A M LV	7.52 A M LV	9.12 A M LV	9.17 A M LV	10.12 A M LV	10.49 A M LV	11.10 A M LV	11.30 A M LV	3.00 P M LV	3.24 P M LV	4.15 P M LV	4.48 P M LV	5.13 P M LV	5.40 P M LV	5.52 P M LV	6.28 P M LV	12.01 A M LV	2.45 A M LV	5.05 A M LV	8.20 A M LV	2.00 P M LV	2.15 P M LV	6.32 P M LV	8.20 P M LV
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
			Time over District			0.50	0.55	0.53	1.10	0.50	0.58	0.51	0.53	0.45	0.48	0.53	0 51	0.57	0.56	1.01	0.56	1.02	0.52	1.29	1.30	1.25	1.30	1.30	3.10	1.33	1.35
			Average speed per hour			33.20	30.18	31.33	25.94	33.20	28 62	32.55	31.33	36.89	34.59	31.33	32.55	29.12	33.88	27.21	27.54	26.78	31.92	17.71	17.52	18.55	17.52	17.52	8.29	16.95	16.59

NOTE CAREFULLY.—⋆No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 22 for special rules on double track.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Port Costa.

Trains will stop as follows:

At Krieger, Nos. 45 and 17 on signal.
At Eckleys, Nos. 41 and 45 on signal.
† No. 11 stop to receive passengers from Vallejo.
‡ Stop on signal, Saturdays only, to receive passengers.
§ No. 11—No steamer connection at Vallejo Junction for Vallejo.
⋆ No. 19 will make such stop for passengers from East or South Port Costa.
⋆No. 11 will make such stop for passengers from East of Suisun.

WESTERN DIVISION: Main Line—Port Costa and Sacramento and Benicia Ferry.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.						Third Class.						Second Class.				First Class.									DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles	
						276	270	274	272	222	202			54	56	16	14	10	48	18	2	4	12	20					
	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Marysville Freight	Red Bluff Freight	Way Freight	Portland Fast Freight	Oregon Freight	Sacramento Freight			Oroville Passenger	Oroville Passenger	Oregon Express	Reno Passenger	Fast Mail	Sacramento Passenger	Sacramento and Oroville Passenger	Overland Limited	C. P. Atlantic Express	Oregon Express	Sacramento Passenger				Danger Point	Caution Point
	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
																PM LV 8.20	PM LV 7.00	PM LV 6.00	PM LV 5.20	PM LV 3.40	AM LV 11.00	AM LV 9.00	AM LV 8.00	AM LV 7.00	0.00	SAN FRANCISCO 5.89			
										AM LV 1.00	AM LV 12.01														5.89	DN WEST OAKLAND 26.28			
										2.35	1.30					9.43	8.20	7.18	6.35	5.10	PM 12.20	10.20	9.25	8.33	32.17	DN PORT COSTA			
	PM LV 5.52	PM LV 3.00	PM LV 1.55	AM LV 5.50	AM LV 5.05					2.35	1.30					9.43	8.20	7.18	6.35	5.10	12.20	10.20	9.25	8.33	32.17	Benicia Ferry DN PORT COSTA 1.08			
	6.05 PM AR	3.15 PM AR	2.05 PM AR	6.05 AM AR	5.20 AM AR					3.25 AM AR	2.20 AM AR					10.12 PM AR	8.45 PM AR	7.33 PM AR	6.55 PM AR	5.33 PM AR	12.45 PM AR	10.55 AM AR	9.50 AM AR	8.55 AM AR	33.25	DN BENICIA			
18,776 WTC								AM LV 7.05		AM LV 3.25	AM LV 2.20					PM LV 10.12	PM LV 8.45	PM LV Foot-note **7.33**	PM LV 6.55	PM LV Foot-note **5.33**	PM LV 12.45	AM LV Foot-note **10.55**	AM LV Foot-note **9.50**	AM LV Foot-note **8.55**	33.25	Double Track. DN BENICIA 0.88	2	14	20
3,554								7.10		3.28	2.23					10.14	8.47	7.35	6.56	5.35	12.47	10.57	9.52	f 8.57	34.13	Mail Dock 0.73	6		
1,573								7.13		3.30	2.26					10.15	8.48	7.36	6.57	f 5.37	12.48	10.58	9.53	f 8.58	34.86	Army Point 0.68			
								7.16		3.32	2.29					10.17	8.50	7.37	Foot-note **6.58**	5.38	12.49	10.59	9.55	8.59	35.54	Arsenal 3.47			
6,580 W								7.30		**3.48**	2.43					10.23	8.57	7.42	7.03	f **5.50**	**12.54**	11.05	10.02	f 9.07	39.01	DN. Goodyear 1.03	6		
860																	**			f				f	40.04	★ Hoyt (Spur) 3.15			
3,046								7.47		4.00	**3.14**					**10.32**	** 9.06	7.46	7.10	f 5.59	1.01	11.12	10.10	f 9.16	43.19	Cygnus 1.00	8		
2,053								7.50		4.03	3.17					10.34	** 9.08	7.48	7.12	f 6.01	1.03	11.14	10.12	f 9.18	44.19	Teal 2.44			
3,531								8.00		4.11	3.25					10.39	9.13	7.52	7.17	**6.06**	1.07	11.19	10.17	**9.27**	46.63	Sprig 2.87			
31,646 WTCY								**8.15** **9.57**		**4.22**	3.35 **4.52**					s10.45	s **9.19**	7.57	s 7.22	s 6.12	1.11	s**11.24**	s**10.28**	s **9.32**	49.50	DN. SUISUN 3.18	3		
7,038								**10.19** **10.33**		**4.45**	5.10					10.51	9.24	8.01	7.26	s 6.18	1.16	11.29	**10.33**	s **9.38**	52.68	Tolenas 2.15	3		
944																				f				f	54.83	Vanden 1.52			
6,702								11.00		5.05	5.30					10.58	9.32	8.05	7.31	f 6.27	1.22	11.35	10.39	f 9.46	56.35	Cannon 3.97	4		
12,978 WTCY								**11.40**		5.20	**5.53**					11.05	s 9.40	**8.10**	7.36	s 6.35	1.27	s**11.40**	s10.46	s 9.57	60.32	DN ELMIRA 4.83	5		
4,482								PM 12.15		**5.45**	6.20					11.12	9.48	8.15	**7.42**	s 6.43	1.33	11.47	10.53	s**10.11**	65.15	D Batavia 3.35	3		
11,479								12.45 **1.40**		5.53	**7.01**					11.18	s 9.54	8.19	7.47	s 6.50	Foot-note **1.40**	11.52	10.58	s10.16	68.50	DN Dixon 4.27	4		
6,828 W								2.10		6.05	**7.32**					11.26	10.02	8.23	7.52	f **6.58**	1.46	11.58	11.07	f10.21	72.77	Tremont 2.79	3		
307																									75.56	Briggston (Spur) 1.00	1		
16,970 WCY						PM LV **6.30**	PM LV **5.55**	**2.38**	PM LV **12.05**	**6.20** 6.45	8.00			PM LV 4.30	AM LV **7.25**	11.33	s10.10	8.28	7.57	7.07 **7.15**	1.51	PM s**12.05**	**11.15** AM AR	10.26 10.30	76.56	DN. DAVIS 3.72	5		
854														f						f				f	80.28	Swingle (Spur) 1.16			
4,612						**7.00**	6.10	**3.51**	12.30	**7.15**	**8.35**			f†4.38	7.33	11.41	10.18	8.35	8.04	7.23	**1.57**	12.15		10.38	81.44	DN Webster 3.43	6		
1,635 :						7.08	6.20	4.12	12.45	7.25	8.47			4.44	7.39	11.46	10.24	8.40	8.09	7.29	2.01	12.21		10.44	84.87	Kobe 1.37			
261																									86.24	Lovdal (Spur) 1.40			
2,192						7.14	6.29	4.30	**1.06**	**7.34** **8.00**	**9.02**			4.49	**7.44**	**11.52**	10.29	8.44	8.14	7.34	2.07	12.27		10.49	87.64	Mikon 2.15	4		
Term. Yard WCTO						7.25 PM AR	**6.40** PM AR	**4.45** PM AR	**1.20** PM AR	**8.15** AM AR	9.10 AM AR			**4.55** PM AR	**7.50** AM AR	11.58 PM AR	10.35 PM AR	8.50 PM AR	8.20 PM AR	7.40 PM AR	**2.15** PM AR	12.35 PM AR		**10.55** AM AR	89.79	DN. SACRAMENTO (56.54)			
	Daily	Daily	Ex. Sun. Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
						0.55	0.45	9.40	1.15	4.50	6.50			0.25	0.25	1.46	1.50	1.17	1.25	2.07	1.30	1.40	1.25	2.00		Time over District.			
						14.43	17.64	8.29	10.58	14.10	10.18			31.75	31.75	32.00	30.84	44.05	39.91	28.50	37.69	33.93	30.57	28.27		Average speed per hour.			

FOOT-NOTES.—No. 5 will wait at Dixon until 1.45 p. m. for No. 2. No. 5 take siding.
Nos. 17 and 20, 47 and 12, 9 and 4, 19 and 18, 48 and 221, 10 and 221, may on their rights meet on double track between Arsenal and Benicia.
No. 269 daily except Monday.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card before leaving Benicia or Davis, except Nos. 2, 48, 10 and 16, which may be cleared at Davis by semaphore.

Trains will stop as follows:

★ Hoyt frog out.

At Joyce, Trains Nos. 18 and 20 on signal and 14 on signal Tuesdays Saturdays only.

★★ Stops Tuesdays and Saturdays during shooting season.

† At Sheep Camp, 1½ miles east of Webster, Train No. 54 on signal Sundays only.

WESTERN DIVISION: Main Line—Port Costa and Sacramento and Benicia Ferry.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance expres in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 106. Dec. 31, 1905.	DISTANCE FROM SACRAMENTO.	First Class.									Second Class.		Third Class.									
Danger Point	Caution Point		STATIONS.		13 Reno Passenger	15 California Express	17 Oroville and Sacramento Passenger	47 Sacramento Passenger	9 Fast Mail	5 C. P. Pacific Express	1 Overland Limited	19 Sacramento Passenger	§11 California Express	53 Oroville Passenger	55 Oroville Passenger	273 Way Freight	271 Portland Fast Freight	275 Marysville Freight	269 Red Bluff Freight	221 Oregon Freight	201 Ogden Freight	219 Ogden Freight	Steamer Trip	Steamer Trip	Steamer Trip
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily
			DN SAN FRANCISCO 5.89	89.79	AM AR 7.08	AM AR 8.48	AM AR 10.48	AM AR 11.28	PM AR 12.28 PM	PM AR 4.28	PM AR 5.48	PM AR 7.28	PM AR 7.48												
			DN WEST OAKLAND 26.28	83.90																PM AR 9.55	AM AR 1.30	AM AR 6.30			
			DN PORT COSTA	57.62	5.50	7.15	9.17	10.12	11.10	3.00	4.15	5.52	6.28							8.20	12.01	5.05			
			Benicia Ferry **DN PORT COSTA** 1.08	57.62	AM AR 5.50	AM AR 7.15	AM AR 9.17	AM AR 10.10	AM AR 11.10	PM AR 3.00	PM AR 4.15	PM AR 5.52	PM AR 6.28			PM AR 1.50				PM AR 8.20	AM AR 12.01	AM AR 5.05	AM AR 2.35	PM AR 7.10	PM AR 9.00
			Benicia Ferry **DN BENICIA**	56.54	5.25	6.45	8.55	9.50	10.55	2.35	3.50	5.33	6.05			1.25				7.33	AM 11.10	4.15	2.20 AM LV	6.55 PM LV	8.45 PM LV
14	20	3	**DN. BENICIA** (Double Track.) 0.88	56.54	AM AR 5.25	AM AR 6.45	AM AR Foot-note **8.55**	AM AR Foot-note **9.50**	AM AR Foot-note **10.55**	PM AR 2.35	PM AR 3.50	PM AR Foot-note **5.33**	PM AR 6.05			PM AR 1.25				PM AR Foot-note **7.05**	PM AR 11.10	AM AR 4.15			
		12	**Mail Dock** (Double Track.) 0.73	55.66	5.20	6.41	8.49	9.46	10.52	2.30	3.47	f 5.29	6.01			1.20				6.57	11.05	4.10			
			Army Point (Double Track.) 0.68	54.93	5.18	6.39	f 8.48	9.44	10.51	2.29	3.45	f 5.27	5.58			1.15				6.52	11.02	4.07			
			Arsenal (Double Track.) 3.47	54.25	5.17	6.38	8.47	9.43	10.50	2.28	3.43	5.26	5.57			1.12				Foot-note **6.47**	11.00	4.03			
		8	**DN. Goodyear** 1.03	50.78	5.12	6.32	s 8.40	9.38	10.45	2.23	3.38	s 5.18	**5.50**			**12.54**				6.35	10.50	**3.48**			
			* **Hoyt** (Spur) 3.15	49.75			f					f													
		12	**Cygnus** 1.00	46.60	5.04	6.24	f 8.32	9.33	10.40	2.17	3.31	f 5.08	5.39			12.03				6.20	**10.32**	**3.14**			
			Teal 2.44	45.60	5.02	6.22	f 8.30	9.31	10.38	2.15	3.29	f 5.06	5.37			PM 11.57				6.16	10.20	3.05			
			Sprig 2.87	43.16	4.57	6.17	8.25	**9.27**	10.33	2.11	3.25	5.00	5.32			11.42				**6.06**	9.40	2.55			
		6	**DN. SUISUN** 3.18	40.29	s **4.52**	s 6.12	s **8.20**	s **9.22**	**10.28**	2.07	3.20	s **4.55**	s **5.26**			**11.24** **9.57**				**5.26** **4.45**	**9.19**	2.43			
		4	**Tolenas** 2.15	37.11	**4.45**	6.06	s 8.13	**9.17**	**10.24**	2.02	3.15	s 4.48	5.19			**9.38** **9.07**				4.32	8.50	2.15			
		3	**Vanden** 1.52	34.96			f					f													
		8	**Cannon** 3.97	33.44	4.38	5.59	f 8.05	9.12	10.20	1.57	3.09	f 4.42	5.12			8.30				4.15	8.30	1.55			
		10	**DN. ELMIRA** 4.83	29.47	s 4.32	s **5.53**	s **7.58**	9.06	10.16	1.52	3.03	s 4.34	s 5.04			**7.58**				3.58	**8.10**	1.41			
		6	**D Batavia** 3.35	24.64	4.23	**5.45**	s 7.47	8.58	**10.11**	1.45	2.56	s 4.23	★ 4.51			7.20				3.36	**7.42**	1.23			
		9	**DN. Dixon** 4.27	21.29	4.18	5.39	s 7.41	8.53	10.07	Foot-note **1.40**	2.51	s 4.17	s 4.44			**7.01**				3.20	7.15	1.11			
		8	**Tremont** 2.79	17.02	4.12	5.32	f **7.32**	8.48	10.02	1.29	2.44	f 4.07	4.36			6.37				3.00	**6.58**	12.55			
			Briggston (Spur) 1.00	14.23																					
		10	**DN. DAVIS** 3.72	13.23	s 4.05	s 5.25	s **7.25**	8.43	9.58	1.23	**2.38**	s 4.01	4.30 PM LV	AM AR **11.20**	PM AR **7.10**	**6.20** 5.45	AM AR **6.25**	AM AR 9.00	AM AR 9.40	**2.38**	**6.30** **5.55**	12.42			
			Swingle (Spur) 1.16	9.51			f					f		f	f										
		12	**DN. Webster** 3.43	8.35	3.57	**5.15**	**7.15**	**8.35**	9.53	1.16	2.30	**3.51**		11.11	**7.00**	**5.15**	6.00	**8.35**	9.23	**1.57**	5.35	12.20			
			Kobe 1.37	4.92	3.50	5.10	7.10	8.30	9.49	1.10	2.25	3.45		11.05	6.55	4.50	5.49	8.10	9.12	1.35	5.23	12.05			
			Lovdal (Spur) 1.40	3.55																					
		7	**Mikon** 2.15	2.15	3.46	5.06	7.06	8.26	9.46	**1.06**	2.21	3.41		11.01	6.51	4.38	5.40	**8.00**	**9.02**	1.27	5.15	AM **11.52**			
			DN. SACRAMENTO (56.54)	0.00	3.40 AM LV	5.00 AM LV	7.00 AM LV	**8.20** AM LV	9.40 AM LV	1.00 PM LV	**2.15** PM LV	3.35 PM LV		**10.55** AM LV	**6.45** PM LV	4.30 AM LV	5.30 AM LV	**7.50** AM LV	8.50 AM LV	**1.20** PM LV	**5.05** PM LV	11.30 PM LV			
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily
			Time over District		1.45	1.45	1.55	1.30	1.15	1.35	1.35	1.58	1.35	0.25	0.25	8.55	0.55	0.50	0.50	5.45	6.05	4.45			
			Average speed per hour		32.31	32.31	29.50	37.69	45.63	35.71	35.71	28.75	27.34	31.75	31.75	8.83	14.43	15.87	15.87	11.16	10 28	11.90			

FOOT-NOTES.—No. 5 will wait at Dixon until 1.45 p. m. for No. 2. No. 5 take siding.
Nos. 17 and 20, 47 and 12, 9 and 4, 19 and 18, 48 and 221, 10 and 221 may on their rights meet on double track between Arsenal and Benicia.
No. 269 daily except Monday.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above. Trains must get clearance card before leaving Sacramento or Davis, except Nos. 1, 5, 9 and 47, which may be cleared at Davis by semaphore.

Trains will stop as follows:

At Joyce, Trains Nos. 17 and 19 on signal.

★ No. 11 will stop only to leave passengers from north of Davis.

§ No. 11 has no steamer connection at Vallejo Junction.

* Hoyt frog out.

WESTERN DIVISION: Main Line, Port Costa and Tracy.

East Bound.

FROM SAN FRANCISCO.

TIME TABLE
No. 106.
Dec. 31, 1905.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Third Class.			Second Class.					First Class.					DISTANCE FROM SAN FRANCISCO.	STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles	
	250 Tracy Way Freight	220 C. P. Through Freight	246 Fresno Freight	144 San Ramon Passenger	146 Martinez and Concord Passenger and Freight	58 Martinez Passenger	142 San Ramon Passenger and Freight	60 San Ramon Passenger	6 C. P. Atlantic Express	26 The Owl	50 Fresno Passenger	8 Los Angeles Passenger	84 Bakersfield Passenger				Danger Point	Caution Point
	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily					
				PM LV 4.00	AM LV 9.40	AM LV 9.40	AM LV 7.40	AM LV 7.40	PM LV 6.00	PM LV 5.00	PM LV 3.20	AM LV 10.20	AM LV 8.20	0.00	SAN FRANCISCO			
74,235 WTC	PM LV 1.00	AM LV 5.50	AM LV 12.50	PM LV **5.38**	AM LV 11.04	AM LV 11.04	AM LV **9.12**	AM LV **9.12**	PM LV 7 30	PM LV **6.20**	PM LV **4.45**	AM LV 11.45	AM LV 9.37	32.17	32.17 DN. PORT COSTA			
11,985 WT	**1.30**	6.03	1.03	s **5.46**	**11.14** **11.20**	**11.14** AM AR	s 9.25	s 9.20	* 7.40	6.29	s **4.53**	s**11.54**	s 9.45	35.64	3.47 D MARTINEZ	7	14	20
3,595														36.88	1.24 Ertz	5		
4,586				f	f		f	f						37.78	0.90 Peyton			
3,728	2.20	6.20	1.14	s 5.53 PM AR	s11.35 AM AR		s 9.40 AM AR	s 9.27 AM AR	7.46	6.34	f **5.00**	PM 12.01	† 9.51	39.15	1.37 D AVON			
14,567	**3.03**	**6.48** **7.05**	1.25						7.50	6.39	f **5.12**	12.07	f 9.56	42.24	3.09 D Bay Point	4		
4,913	3.25	7.15	**1.45**						7.55	6.44	f 5.18	12.12	f**10.01**	45.50	3.26 McAvoy	4		
7,180 W	**4.02**	7.28	2.00						8.02	6.50	s 5.27	*12.21	Foot-note s**10.11**	49.89	4.39 DN. Cornwall	5		
1,333	4.10	7.35	2.06						8.05	6.52	f 5.29	12.24	f10.14	51.76	1.87 Los Medanos	2		
														54.06	2.30 Empire			
5,005	**4.48**	7.43	2.15						8.08	6.55	s 5.35	*12.29	s10.20	54.54	0.48 D Antioch	3		
4,456	5.10	7.58	2.28						8.15	7.01	f 5.42	12.36	f10.28	58.45	3.91 Neroly	4	14	20
6,348 W	**5.49**	**8.21**	2.42						8.22	7.06	s **5.49**	*12.43	s**10.40**	62.70	4.25 DN. Brentwood	4		
4,940	6.20	8.45	2.58						* 8.29	7.13	s 5.58	f12.53	s10.50	67.83	5.13 D Byron	5		
3,457	6.40	**9.22**	3.13						8.37	7.19	f 6.06	1.02	f10.59	72.68	4.85 Herdlyn	5		
5,693	7.00	9.45	3.27						8.42	7.24	s 6.12	1.08	f11.07	76.64	3.96 DN. Bethany	4		
2,519	**7.29**	**10.12**	3.38						8.48	**7.29**	6.18	1.14	11.13	80.05	3.41 Janney	7		
Term Yard WCTYO	7.50 PM AR	10.35 AM AR	**4.00** AM AR						8.55 PM AR	7.35 PM AR	¶ 6.25 PM AR	**1.20** PM AR	¶11.20 AM AR	83.25	3.20 DN. TRACY			
	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily		(51.08)			
	6.50	4 45	3.10	0.15	0.25	0.10	0.28	0.15	1.25	1.15	1.40	1.35	1.43		Time over District			
	7.47	10.74	16.13	29.72	16.75	20.82	14.96	27.92	36.05	40.86	30.64	32.26	29.75		Average speed per hour			

☞ **FOOT-NOTE.—No. 49 will wait at Cornwall until 10:14 a. m. for No. 84.**

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card before leaving Port Costa.

Trains will stop as follows:

At Nevada Dock, Trains Nos. 142, 144, 146, 58 and 60 on signal.

WESTERN DIVISION: Main Line—Port Costa and Tracy.

TIME TABLE
No. 106.
Dec. 31, 1905.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for freight trains—minutes.	STATIONS.	DISTANCE FROM TRACY.	First Class.						Second Class.					Third Class.			
					25	81	49	3	83	7	141	143	59	145	57	241	249	217	265
					The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	C. P. Pacific Express	Bakersfield Passenger	Los Angeles Passenger	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez and Concord Passenger and Freight	Martinez Passenger	El Paso Freight	Tracy Way Freight	Ogden Freight	Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily
			SAN FRANCISCO 32.17	83.25	A M AR 8.48	A M AR 10.28	P M AR 12.08	P M AR 12 48	P M AR 4.48	P M AR 7.08	A M AR 9.28	P M AR 6.08	P M AR 6.08	P M AR 6.48	P M AR 6.48				
14	20	12	DN. PORT COSTA 3.47	51.08	A M AR s 7.25	A M AR s **9.12**	A M AR s10.47	A M AR s 11.28	P M AR s 3.24	P M AR s **5.38**	A M AR s 7.48	P M AR s **4.40**	P M AR s **4.40**	P M AR s 5.05	P M AR s 5.10	A M AR 8.15	P M AR 1.50	P M AR **6.15**	A M AR 2.45
		11	D MARTINEZ 1.24	47.61	7.16	f 9.03	s10.38	**11.19**	s 3.15	s **5.28**	s 7.39	s 4.22	s 4.30	s **4.53**	**5.00** P M LV	7.55	**1.30** P M **11.09**	**5.46** **5.18**	2.29
			Ertz 0.90	46 37															
			Peyton 1.37	45.47			f				f	f	f	f					
14	20	7	D AVON 3.09	44.10	**7.10**	8.57	f10.32	11.14	3.08	* 5.20	**7.32** A M LV	**4.10** P M LV	4.20 P M LV	**4.21** P M LV		**7.32** **7.00**	10.47	**5.00**	2.13
		7	D Bay Point 3.26	41.01	**7.05**	8.52	f **10.26**	11.09	**3.03**	f **5.12**						**6.48**	**10.26**	4.35	2.00
		9	McAvoy 4.39	37.75	6.59	8.47	f10.19	11.04	2.58	f 5.05						6.35	**10.01**	4.22	**1.45**
		4	DN. Cornwall 1.87	33.36	6.53	f 8.40	Foot-note s **10.11**	10.58	f 2.51	s 4.56						6.18	9.30	**4.02**	1.20
		6	Los Medanos 2.30	31.49	6.50	8.37	f10.05	10.56	2.47	f 4.51						6.10	9.20	3.45	1.10
			Empire 0.48	29.19															
		8	D Antioch 3.91	28.71	6.47	s 8.33	s 9.59	10.52	s 2.43	s **4.48**						5.58	9.05	3.32	12.55
		9	Neroly 4.25	24.80	6.39	8.27	f 9.52	10.47	2.37	f 4.41						5.43	8.45	3.17	12.38
		11	DN. Brentwood 5.13	20.55	6.33	f **8.21**	s 9.44	**10.40**	f 2.31	s 4.33						5.25	**8.21**	3.02	12.20
		10	D Byron 4.85	15.42	6.25	f 8.13	s 9.33	10.30	f 2.23	s 4.23						5.02	7.45	2.40	A M 11.50
		8	Herdlyn 3.96	10.57	6.18	8.06	f **9.22**	10.22	**2.15**	4.13						4.42	7.15	**2.15**	11.20
		14	DN. Bethany 3.41	6.61	6.12	8.01	s 9.15	10.17	2.10	f 4.06						4.27	6.58	1.50	11.00
			Janney 3.20	3.20	6.07	7.57	9.08	**10.12**	2.05	4.00						4.12	6.43	1.34	10.45
			DN. TRACY (51.08)	0.00	6.02 A M LV	7.52 A M LV	9.03 A M LV	10.07 A M LV	2.00 P M LV	3.55 P M LV						**4.00** A M LV	6.30 A M LV	**1.20** P M LV	10.30 P M LV
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily
			Time over District		1 23	1.20	1.44	1.21	1.24	1.43	0.16	0.30	0.20	0.44	0.10	4.15	7.20	4.55	4.15
			Average speed per hour		36.92	38.31	29.47	37.84	36.48	29.75	26.17	13.96	20.94	9.52	20.82	12.02	10.25	11 48	12 02

☞ **FOOT-NOTE.—No. 49 will wait at Cornwall until 10:14 a. m. for No. 84.**

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card before leaving Tracy.

Trains will stop as follows:

At Nevada Dock, Trains Nos. 57, 59, 141 and 143 on signal.

WESTERN DIVISION: Main Line—San Francisco and Tracy.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Station.	Third Class.			Second Class.	First Class.								DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
	288 Stockton & Sacramento Freight	280 San Jose Way Freight	278 Way Freight	112 San Jose Passenger	40 San Jose Passenger	110 San Jose Passenger	88 Livermore Passenger	38 Stockton and Lodi Passenger	108 Niles Passenger	106 Niles Passenger	32 Stockton & Sacramento Express	82 Stockton Passenger				Danger Point	Caution Point
	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily					
				P M LV 9.00	P M LV 6.20	P M LV 5.20	P M LV 4.40	P M LV 4.00	P M LV 3 40	A M LV 11.40	A M LV 8.40	A M LV 7.40	0.00	Via Oakland Ferry: DN SAN FRANCISCO			
				9.18	6.38	5.38	4.58	4.18	3.58	11.58	8.58	7.58	4.50	4.50 DN OAKLAND PIER			
				P M LV 9.27	P M LV 6.48	P M LV 5.48	P M LV 5.07	P M LV 4.27	P M LV 4.07	P M LV 12.07	A M LV 9.08	A M LV 8.07	4.50	Double Track. DN OAKLAND PIER			
Term. Yard WTYCO	P M LV 10.15	A M LV 11.05	A M LV 4.50										5.89	1.39 DN. West Oakland	6		
	Foot-note 10.23	Foot-note 11.12	Foot-note 4.57	Foot-note s 9.35	Foot-note s 6.56	Foot-note s 5.56	Foot-note s 5.15	Foot-note s 4.35	Foot-note s 4.15	Foot-note s12.15	Foot-note s 9.16	Foot-note s 8.16	7.60	1.71 D ★ Oakland (First St.) S. P. Co. C. D. Crossing.			
20,042 W	10.30	11.17	5.03	s 9.39	† 6.59	† 5.59	† 5.19	4.39	† 4.19	†12.19	s 9.20	8.19	9.30	1.70 D ★ East Oakland	3		
4,750													10.02	0.72 23rd Ave			
3,233	10.35	11.22	5.10	9.43	7.03	6.03	5.23	4.42	† 4.23	†12.23	9.23	8.22	10.67	0.65 Fruitvale (No siding)	3		
410	10.37	11.24	5.12	s 9.44	s 7.04	f 6.04	s 5.24	4.43	s 4.24	s12.24	s 9.24	8.23	11.24	0.57 Sather (Spur)			
6,631	10.38	11.25	5.14	f 9.45	Foot-note f **7.06**	f 6.05	f 5.25	4.44	f 4.25	f12.25	9.25	8.24	11.54	0.30 Melrose			
489													12.62	1.08 Kohler (Spur)			
543				f	f	f	f		f	f			13.05	0.43 Fitchburg (Spur)	4		
5,198	10.45	11.40	5.27	f 9.50	f 7.12	f 6.11	f 5.30	4.48	f 4.30	f12.30	9.30	8.28	14.37	1.32 Elmhurst			
8,528 W	10.48	11.55	5.33	s 9.52	s 7.14	s 6.14	s 5.35	4.50	s 4.33	s12.33	s 9.33	8.31	15.73	1.36 D San Leandro			
803	10.53	P M 12.03	5.41	f 9.56	f 7.18	f 6.18	f 5.39	4.52	f 4.36	f12.37	9.38	8.34	17.48	1.75 Estudillo	2		
4,540	10.56	12.10	5.45	s '9.58	s 7.21	s 6.20	s 5.41	4.54	s 4.38	s12.39	s 9.40	8.36	18.43	0.95 D Lorenzo	1		
10,443	11.03	**12.45**	**6.04**	s10.02	s 7.28	s **6.28**	s 5.48	4.58	s 4.43	s **12.45**	s 9.46	Foot-note ★ **8.40**	21.08	2.65 D Hayward	3	14	2
12,378	11.13	**1.31**	6.30	f10.10	7.35	Foot-note f **6.36**	f 5.55	5.03	f 4.49	f12.53	9.54	8.46	24.98	3.90 Halvern	4		
5,786	11.21	**1.55**	6.45	s10.15	s 7.41	s 6.42	s 6.02	5.07	s 4.54	s12.58	s10.00	8.50	27.42	2.44 D Decoto	3		
20,426 WY	11.35	2.15 P M AR	**7.12**	s10.20 P M AR	s **7.47** P M AR	s 6.47 P M AR	s **6.11**	s 5.14	5.00 P M AR	1.05 P M AR	**10.05** **10.12**	s 8.58	30.20	2.78 DN NILES	3		
2,483	11.43		7.35				f 6.20	5.19			f10.20	9.02	32.68	2.48 Farwell	4		
3,287	11.55		8.15				s 6.29	5.27			s10.32	9.09	36.60	3.92 D Sunol	7		
10,648	A M 12.12		**9.17**				s 6.41	s 5.35			s10.44	s **9.17**	41.80	5.20 D Pleasanton	8		
3,504							f						43.31	1.51 Remillard	3		
11,947	12.18		9.35				6.46	Foot-note **5.41**			10.50	9.21	44.00	0.69 Eliot			
12,020 WT	12.30		10.15 A M AR				6.55 P M AR	s 5.47			s11.02	s **9.27**	47.88	3.88 D Livermore	4		
1,705	12.48							5.53			11.10	9.33	51.47	3.59 Ulmar	5		
4,359	1.10							6.01			s11.20	9.40	55.97	4.50 Altamont	7		
2,239	1.30							6.11			11.30	9.50	60.47	4.50 Cayley	10		
2,674	1.48							6.19			s11.38	9.57	63.93	3.46 Midway	7		
1,772	2.10							6.27			11.49	10.05	69.59	5.66 Ellis	8		
WCTYO Interm. Yard	2.20 A M AR							6.30 P M AR			¶11.54 A M AR	10.10 A M AR	71.73	2.14 DN. TRACY	3		
	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily		(71.73)			
	4.05	3.10	5.25	0.53	0.59	0.59	1.48	2.03	0.53	0.58	2.46	2.03		Time over District			
	16.12	7.68	7.75	29.09	26.54	26.54	24.10	32.79	29.09	26.58	24.30	32.79		Average speed per hour			

☞ **FOOT-NOTES.—See Special Rule, page 23, movement of trains between Oakland Pier and Fruitvale.**

No. 109 will wait at Hayward until 8.44 a. m. for No. 82.
No. 107 will wait at Halvern until 6.41 p. m. for No. 110.
No. 107 will wait at Melrose until 7.10 p. m. for No. 40.
No. 37 will wait at Eliot until 5.44 p. m. for No. 38.

No. 106 is superior to No. 105. No. 278 is superior to No. 277.

Freight Extra leaves Livermore about 4 p. m. Wednesdays and Saturdays for Tracy.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Oakland Pier or West Oakland.

Trains will stop as follows:

At Seminary Park, all passenger trains, except Nos. 38 and 82, on signal.
At South San Leandro, all passenger trains, except Nos. 32, 38 and 82, on signal.
At Cherry, all passenger trains, except Nos. 32, 38 and 82, on signal.
At Brightside, No. 88 on signal.

★ No Train-order Semaphore.

At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32 and 88 on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.

WESTERN DIVISION: Main Line—San Francisco and Tracy.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance expressed in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 106. Dec. 31, 1905.	DISTANCE FROM SACRAMENTO.	First Class.							Second Class.	Third Class.	
Danger Point	Caution Point		STATIONS.		39 San Jose Passenger Daily	87 Livermore & San Jose Passenger Daily Ex. Sun.	109 San Jose Passenger Daily	105 Niles Passenger Daily	31 Stockton & Sacramento Express Daily	37 Stockton Passenger Daily	107 Niles Passenger Daily	85 Livermore & San Jose Passenger Sunday Only	277 Way Freight Daily Ex. Sun.	279 San Jose Way Freight Daily
			DN SAN FRANCISCO 4.50 (Via Oakland Ferry)	139.67	AM AR 7.08	AM AR 8.48	AM AR 9.48	PM AR 2.48	PM AR 4.08	PM AR 7.28	PM AR 7.48	AM AR 11.48		
			DN OAKLAND PIER	135.17	6.48	8.28	9.28	2.28	3.48	7.08	7.28	11.28		
14	20		DN. OAKLAND PIER 1.39 Double Track.	135.17	AM AR 6.42	AM AR 8.12	AM AR 9.14	PM AR 2.20	PM AR 3.42	PM AR 7.02	PM AR 7.22	AM AR 11.12		
		5	DN West Oakland 1.71	133.78									PM AR 4.10	PM AR 9.40
		5	D ★ Oakland (First St.) S. P. Co. C. D. Crossing. 1.70	132.07	s 6.33	s 8.04	s 9.06	s 2.12	s 3.32	s 6.53	s 7.14	s 11.03	4.02	9.33
		6	D ★ East Oakland 0.72	130.37	6.28	★ 8.00	★ 9.02	★ 2.08	s 3.28	6.48	★ 7.11	★ 10.58	3.53	9.27
			23d Avenue 0.65	129.65	★									
			Fruitvale (No siding) 0.57	129.00	Foot-note ★ 6.24	Foot-note 7.56	Foot-note ★ 8.59	Foot-note s 2.04	Foot-note 3.24	Foot-note 6.44	‖ Foot-note 7.08	Foot-note 10.55	Foot-note 3.45	Foot-note 9.20
			Sather (Spur) 0.30	128.43	s 6.23	f 7.54	8.58	s 2.02	s 3.23	6.43	f 7.07	s 10.53	3.43	9.17
		9	Melrose 1.08	128.13	6.22	f 7.53	8.57	f 2.01	3.22	6.42	Foot-note f **7.06**	f 10.52	3.41	9.15
			Kohler (Spur) 0.43	127.05										
			Fitchburg (Spur) 1.32	126.62	f	f		f				f		
			Elmhurst 1.36	125.30	f 6.16	f 7.47	f 8.52	f 1.56	3.17	6.38	f 6.59	f 10.46	3.31	8.55
		4	D San Leandro 1.75	123.94	s 6.14	s 7.43	s 8.50	s 1.52	s **3.14**	6.36	s 6.57	s 10.42	**3.14**	8.50
		2	Estudillo 0.95	122.19	f 6.11	f 7.39	f 8.46	f 1.48	3.11	6.33	f 6.52	f 10.38	2.45	8.40
		6	D Lorenzo 2.65	121.24	s 6.09	s 7.37	s 8.45	s 1.46	s 3.08	6.32	s 6.50	s 10.36	2.41	8.35
		9	D Hayward 3.90	118.59	s **6.04**	s 7.32	Foot-note s **8.40**	s 1.40	s 3.03	**6.28**	s 6.44	s 10.30	2.28	8.20
		5	Halvern 2.44	114.69	f 5.56	f 7.23	f 8.32	f **1.31**	2.56	6.21	Foot-note f **6.36**	f 10.21	2.08	8.05
		6	D Decoto 2.78	112.25	s 5.52	s 7.18	s 8.28	s 1.26	s 2.51	6.16	f 6.29	s 10.16	**1.55**	7.57
		7	DN NILES 2.48	109.47	5.47 AM LV	**7.12** 7.05	8.22 AM LV	1.20 PM LV	2.45 2.37	**6.11** 6.06	**6.21** PM LV	s **10.10**	1.35 1.15	**7.47** PM LV
		12	Farwell 3.92	106.99		f 6.59			‡ 2.32	‡ 6.02		f 9.58	1.00	
		12	D Sunol 5.20	103.07		s 6.51			s 2.23	s 5.54		s 9.51	12.45	
		3	D Pleasanton 1.51	97.87		s 6.41			s 2.13	s 5.45		s 9.41	12.15	
		10	Remillard 0.69	96.36		f			f			f		
			Eliot 3.88	95.67		6.37			2.10	Foot-note **5.41**		9.36	PM 11.50	
		9	D Livermore 3.59	91.79		6.30 AM LV			s 2.03	s 5.32		**9.30** AM LV	11.35 AM LV	
		14	Ulmar 4.50	88.20					1.54	5.23				
		15	Altamont 4.50	83.70					s 1.45	f 5.16				
		12	Cayley 3.46	79.20					1.33	5.05				
		18	Midway 5.66	75.74					f 1.25	f 4.58				
		6	Ellis 2.14	70.08					1.14	4.47				
			DN. TRACY	67.94					1.10 PM LV	4.43 PM LV				
			(67.23)		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily
			Time over District		0.57	1.42	0.52	1.00	2.32	2.19	1.01	1.42	4.35	1.53
			Average speed per hour		27.05	25.51	29.65	25.70	17.39	29.20	25.28	25.51	9.46	13.65

★ No Train-order Semaphore.

☞ **FOOT-NOTES.—See Special Rule, page 23, movement of trains between Oakland Pier and Fruitvale.**

No. 109 will wait at Hayward until 8.44 a. m. for No. 82.
No. 107 will wait at Halvern until 6.41 p. m. for No. 110.
No. 107 will wait at Melrose until 7.10 p. m. for No. 40.
No. 37 will wait at Eliot until 5.44 p. m. for No. 38.
No. 106 is superior to No. 105. No. 278 is superior to No. 277.

Freight Extra leaves Tracy 2 p. m. Wednesdays and Saturdays for Livermore.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Tracy.

Trains will stop as follows:

‖ Stops daily for railroad mail.
‡ Stop on signal daily, except Sunday, to receive passengers.
At Seminary Park, all passenger trains, except Nos. 31, 37 and 109 on signal.
At South San Leandro, all passenger trains, except Nos. 31, 37 and 109 on signal.
At Cherry, all passenger trains except Nos. 31 and 37 on signal.

At Merienda, No. 87 on signal.
At Mayborg, No. 87 on signal.
At Brightside, No 87 on signal.
At Verona, Nos. 31, 37, 85, and 87 on signal.
At Bonita, Nos. 31, 37, and 87 on signal.

WESTERN DIVISION: Main Line—Tracy and Sacramento.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Third Class.							Second Class.			First Class.									DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
	284	220	288	292	286	300	298	134	136	126	6	50	38	124	8	32	84	82	122					
	Steamer Freight Limited	C. P. Through Freight	Stockton & Sacramento Freight	Placerville Passenger and Freight	Way Freight	Fresno Freight	Merced Freight	Fair Oaks & Placerville Passenger	Stockton Passenger	Stockton Passenger	C. P. Atlantic Express	Fresno Passenger	Stockton and Lodi Passenger	Sacramento Passenger	Los Angeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Stockton Passenger	Sacramento Passenger				Danger Point	Caution Point
	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
									AM LV 10.20	AM LV 8.20	PM LV 6.00	PM LV 3.20	PM LV 4.00		AM LV 10.20	AM LV 8.40	AM LV 8.20	AM LV 7.40		0.00	DN.SAN FRANCISCO			
																					71.73			
Interm. Yard WCTYO		AM LV 11.20	AM LV 2.50		AM LV 6.45	AM LV 6.15	AM LV 5.55		PM LV 1.12		PM LV 9.00	PM LV 6.50	PM LV 6.35	PM LV 3.00	PM LV 1.30	PM 12.15	AM LV 11.35	AM LV 10.15	AM LV 8.00	71.73	DN TRACY			
																					3.09	4	14	20
4,220		11.40	3.02		6.58	6.27	6.05		f 1.20		9.07	f 6.55	6.40	s 3.06	f 1.39	12.21	11.40	10.20	s 8.06	74.82	Banta			
																					3.70	4		
3,452		11.59	3.15		7.07	6.39	6.15		1.32		9.13	7.01	6.45	3.12	1.44	12.32	11.47	10.25	8.11	78.52	Minard			
																					4.30	6		
32,675 WY	PM LV 11.25	PM 12.20 12.41	3.30		7.32	6.55 AM AR	6.30 AM AR		1.40 1.53	AM LV 11.57	s 9.21	s 7.10 PM AR	s 6.52	3.20 3.35	1.50 PM AR	s 12.41	11.55 AM AR	s 10.32	8.22 8.30	82.82	DN. LATHROP			
																					4.21	5		
5,214	11.57	1.00	3.45		8.15				f 2.03	PM f 12.15	9.30		f 7.01	s 3.45		f 12.49		10.40	f 8.39	87.03	French Camp			
																					1.66	7		
																				88.69	A. & S. J. Crossing			
																					3.01			
In term. Yard WCTYO	AM 12.15	1.20	4.10		8.40 9.21				2.13 PM AR	12.25 PM AR	s 9.42		s 7.10	s 4.00		1.00 1.05		10.50 AM AR	s 8.50	91.70	A. T. & S. F. Crossing DN STOCKTON			
																					1.62	3		
460																				93.32	Armbrust (Spur)			
																					0.34	4		
9,454	12.22	1.28	4.17		9.40						9.46		* 7.14	4.08		f 1.09			f 8.55	93.66	El Pinal			
																					0.75			
3,556																				94.41	Rand (Spur)			
																					3.18			
3,383	12.34	1.42	4.28		10.00						9.53		7.21	f 4.16		1.17			f 9.10	97.59	Castle			
																					3.49	4		
3,100	12.45	1.55	4.40		10.20						9.59		* 7.28	f 4.24		1.23			f 9.16	101.08	Armstrong			
																					3.21	4		
18,707 WCT	12.56	2.15	4.58		11.28						s10.07		7.35 PM AR	s 4.32		s 1.32			s 9 23	104.29	DN.LODI			
																					1.80	3		
3,000																				106.09	Urgon (Spur)			
																					1.12			
6,461	1.05	2.26	5.08		PM 12.25						10.12			s 4.38		s 1.38			s 9.28	107.21	D Acampo			
																					3.29	4		
3,193	1.17	2.38	5.20		1.05						10.17			f 4.46		f 1.44			f 9.34	110.50	Forest Lake			
																					2.40	3		
8,276 WCT	1.33	2.50	5.33		1.50						s10.22			s 4.51		s 1.50			s 9.38	112.60	DN.GALT			
																					3.82	5		
3,177	1.50	3.04	5.48		2.15						10.28			5.00		1.57			9.46	116.42	Need			
																					1.99	2		
1,229	1.58	3.12	5.55		2.23						10.31			f 5.05		f 2.01			f 9.49	118.41	Arno			
																					1.89	2		
3,244	2.05	3.18	6.02		2.32						10.35			f 5.10		f 2.05			f 9.53	120.30	McConnell			
																					3.54	4		
4,338	2.19	3.32	6.14		2.50						10.41			s 5.18		s 2.12			s 9.59	123.84	D Elk Grove			
																					2.78	3		
2,519	2.31	3.43	6.25		3.05						10.46			5.25		2.18			10.04	126.62	Graham			
																					3.36	4		
4,903 W	2.45	3.57	6.45		3.25						10.52			s 5.37		s 2.24			s10.12	129.98	D Florin			
																					4.05	5		
2,484	3.03	4.15	7.03		3.50						s11.00			s 5.45		s 2.35			s10.25	134.03	DN.BRIGHTON S. P. Co. Sac. Div. Crossing.			
2,484	3.03	4.15	7.03		3.50			AM LV 9.25						5.45		2.35			10.25	134.03	DN.BRIGHTON S. P. Co. Sac. Div. Crossing.			
																					3.09 Foot-note	6	14	20
3,251 Y	3.18 AM AR	4.30 PM AR	7.13 AM AR		4.03 PM AR			9.31 AM AR						5.51 PM AR		2.41 PM AR			10.31 AM AR	137.12	* ELVAS			
																					3.30			
Term. Yard WCTO	3.30 AM AR	4.45 PM AR	7.25 AM AR		4.15 PM AR			9.40 AM AR						6.00 PM AR		2.50 PM AR			10.40 AM AR	140.42	DN.SACRAMENTO			
2,484				PM LV 5.40							11.00									134.03	DN.BRIGHTON			
																					2.60	4	14	20
1,034				5.48							11.06									136.63	Homestead			
																					3.04	6		
Term. Yard WCTO				6.00 PM AR							11.15 PM AR									139.67	DN .SACRAMENTO			
	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(67.94)			
	4.05	5.25	4.35	0.20	9.30	0.40	0.35	0.15	1.01	0.28	2.15	0.20	1.00	3.00	0.20	2.35	0.20	0.35	2.40		Time over District			
	16.63	13.72	15.02	16.92	7.23	16.63	19.01	25.56	24.96	19.03	30.19	33.27	32.56	22.90	33.27	26.58	33.57	34.25	27.19		Average speed per hour			

☞ **NOTE CAREFULLY—Special Rule, page 23, governing movement of trains running via Elvas.**

*** Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.

Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

Automatic signals are in service between Tracy and Stockton. (See page 22; also Rules 38 to 51 inclusive, Pages 94 to 97 Book of Rules.)

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 23, Tracy and Sacramento.

Trains must get clearance card before leaving Tracy or Lathrop.

Trains will stop as follows:

At San Joaquin Bridge, 122, 124, 136 on signal.

WESTERN DIVISION: Main Line—Tracy and Sacramento.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance expressed in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 106. Dec. 31, 1905.	DISTANCE FROM SACRAMENTO.	First Class.									Second Class.			Third Class.						
Danger Point	Caution Point		STATIONS.		25 The Owl	81 Stockton and Lodi Passenger	49 Fresno & Stockton Passenger	3 C. P. Pacific Express	31 Stockton & Sacramento Express	83 Bakersfield Passenger	7 Los Angeles Passenger	37 Stockton Passenger	121 Sacramento Passenger	135 Stockton Passenger	125 Stockton Passenger	133 Placerville & Fair Oaks Passenger	283 Sunset Freight Limited	217 Ogden Freight	291 Placerville & Fair Oaks Passenger and Freight	285 Way Freight	297 Merced Freight	299 Fresno Freight	287 Sacramento Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			DN.SAN FRANCISCO	139.67	AM AR 8.48	AM AR 10.28	PM AR 12.08	PM AR 12.48	PM AR 4.08	PM AR 4.48	PM AR 7.08	PM AR 7.28		PM AR 12.08									
			41.73																				
14	20		DN.TRACY	67.94	AM AR **5.55**	AM AR **7.50**	AM AR ¶ 8.42	AM AR 10.00	PM AR ¶**12.45**	PM AR ¶ 1.45	PM AR 3.50	PM AR 4.37	PM AR 7.30	AM AR 8.50				PM AR **12.35**		PM AR 7.10	PM AR 5.55	PM AR 7.55	AM AR 1.10
		6	3.09																				
			Banta	64.85	5.48	7.44	8.35	9.53	s12.39	**1.39**	3.44	f 4.32	* 7.23	f 8.44				**12.22** PM		**6.55** **6.35**	5.40	7.43	12.55
		8	3.70																				
			Minard	61.15	5.42	7.38	8.29	9.47	**12.32**	**1.32**	3.37	4.25	7.17	8.38				**11.59** **11.42**		6.20	5.23	7.28	12.38
		10	4.30																				
			DN.LATHROP	56.85	5.35 AM LV	s **7.32**	**8.22** AM LV	s **9.40**	s**12.24**	1.25 PM LV	**3.30** PM LV	s 4.17	s **7.10**	s **8.30**	AM AR 11.50		AM AR **9.30**	11.23		6.05	5.05 PM LV	**7.10** PM LV	12.20 AM
		10	4.21																				
			French Camp	52.64		7.25		9.30	f**12.15**			f 4.09	f **7.01**	f **8.15**	f11.40		9.17	11.10		5.45			**11.57**
		12	1.66																				
			A. & S. J. Crossing	50.98																			
			3.01																				
			A. T. & S. F. Crossing DN.STOCKTON	47.97		s 7.16		s **9.21**	12.05 PM 11.55			**4.00** PM LV	6.47	8.05 AM LV	11.30 AM LV		**9.02**	**10.55**		5.30 4.25			11.35
			1.62																				
			Armbrust (Spur)	46.35																			
		4	0.34																				
			El Pinal	46.01		† 7.11		9.15	f11.49				f 6.40				**8.55**	10.47		**4.08**			11.20
		9	0.75																				
			Rand (Spur)	45.26																			
			3.18																				
			Castle	42.08		f 7.05		**9.10**	11.41				f 6.33				8.30	10.33		3.35			11.02
		9	3.49																				
			Armstrong	38.59		f 7.00		9.03	11.34				f 6.28				8.18	**10.20**		3.15			10.45
		7	3.21																				
			DN.LODI	35.38		6.55 AM LV		s 8.58	s**11.28**				s 6.23				8.09	10.09		3.00 **2.15**			10.30
		4	1.80																				
			Urgon (Spur)	33.58																			
		3	1.12																				
			D Acampo	32.46				8.53	s11.22				s 6.17				8.00	9.58		**1.38**			**10.12**
		8	3.29																				
			Forest Lake	29.17				8.48	f11.15				f 6.12				7.50	9.47		**1.05**			9.50
		5	2.10																				
			DN.GALT	27.07				s 8.45	s11.10				s 6.08				7.43	**9.38**		12.40 PM			9.42
		10	3.82																				
			Need	23.25				8.38	10.58				5.59				7.28	9.15		11.53			9.27
		4	1.99																				
			Arno	21.26				8.35	f10.54				f 5.55				7.22	9.08		11.42			9.18
		4	1.89																				
			McConnell	19.37				8.32	f10.51				f 5.52				7.17	9.02		11.33			9.11
		8	3.54																				
			D Elk Grove	15.83				8.27	s10.44				s 5.47				7.05	8.50		11.15			8.57
		6	2.78																				
			Graham	13.05				8.22	**10.39**				5.43				6.55	8.41		**10.39**			8.45
		9	3.36																				
			D Florin	9.69				8.17	s10.34				s **5.37**				**6.45**	8.29		**10.12**			8.32
		10	4.05																				
			DN.BRIGHTON S. P. Co. Sac. Div. Crossing.	5.64				**8.10**	**10.25**				5.30				6.33	**8.10**		9.20			8.15
14	20	9	DN.BRIGHTON S. P. Co. Sac. Div. Crossing. Foot-note	6.39					s**10.25**				s 5.30			PM AR **3.50**	6.33	8.10		**9.20**			8.15
			3.09																				
			* ELVAS	3.30					10.19 AM LV				5.24 PM LV			3.44 PM LV	6.17 AM LV	7.57 AM LV		9.02 AM LV			8.02 PM LV
			3.30																				
			DN.SACRAMENTO	00.0					10.10 AM LV				5.15 PM LV			3.35 PM LV	6.05 AM LV	7.45 AM LV		8.50 AM LV			7.50 PM LV
14	20		DN.BRIGHTON	5.64				s 8.10											AM AR 7.23				
		8	2.60																				
			Homestead	3.04				8.03											f 7.12				
		12	3.04																				
			DN.SACRAMENTO	0.00				7.55 AM LV											7.00 AM LV				
			(67.94)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			Time over District.		0.20	0.55	0.20	2 05	2.35	0.20	0.20	0.37	2.15	0.45	0.20	0.15	3.25	4 50	0 23	10.20	0.50	0.45	5.20
			Average speed per hour.		33.27	35.82	33.27	32.61	26.59	33 27	33.27	32.38	30.53	26.63	26.64	25.56	16.86	14.22	14.70	5.57	13.30	14.79	10.80

☞ **NOTE CAREFULLY—Special Rule, page 23, governing movement of trains running via Elvas.**

* **Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.

Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 23, Tracy and Sacramento.

Trains must get clearance card before leaving Sacramento and Lathrop.

Automatic Signals are in Service between Tracy and Stockton. See page 22, also Rules 38 to 51 inclusive, pages 94 to 97, Book of Rules.

Trains will stop as follows:

At San Joaquin Bridge, Nos. 37 and 135 on signal.

WESTERN DIVISION: Main Line—Lathrop and Fresno.

East Bound. FROM SAN FRANCISCO. — **TOWARD SAN FRANCISCO. West Bound.**

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		Third Class.			Second Class.	First Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	TIME TABLE No. 106. Dec. 31, 1905.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.				Second Class.	Third Class.		
		254	300	298	158	50	8	84	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	25	49	83	7	157	299	297	253
		Sunset Freight Limited	* Fresno Freight	Merced Freight	Madera Passenger and Freight	Fresno and Stockton Passenger	Los Angeles Passenger	Bakersfield Passenger										The Owl	Fresno & Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	Madera Passenger	* Fresno Freight	Merced Freight	Sunset Freight Limited
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
						P M LV 3.20	A M LV 10.20	A M LV 8.20				0.00	SAN FRANCISCO	206.65				A M AR 8.48	P M AR 12.08	P M AR 4.48	P M AR 7.08				
32,675	WY	A M LV 9.40	A M LV 7.05	A M LV 6.35		P M LV **7.15**	P M LV 1.52	A M LV 11.58	14	20	7	94.34	DN LATHROP 0.68	112.31	8	14	20	A M AR s 5.34	A M AR s 8.20	P M AR s 1.21	P M AR s 3.21		P M AR **7.05**	P M AR 5.00	P M AR 11.15
												95.02	A. & S. J. Crossing 3.02	111.63											
1,370		9.52	7.15	6.45		f 7.22	f 2.00	P M 12.04				98.04	Manteca 1.80	108.61	4			5.26	f 8.11	1.14	3.13		6.53	4.47	11.02
3,250		9.58	7.20	6.49		7.25	2.04	12.07			9	99.84	Morrano 4.72	106.81	9			5.23	8.08	1.11	3.10		6.48	4.42	10.55
4,462		10.13	7.40	7.02		f 7.33	s 2.14	12.14				104.56	D Ripon 3.02	102.09	6			5.16	s 8.02	1.03	s 3.02		6.36	4.28	10.42
3,060		10.22	**7.57**	7.10		f 7.39	f 2.21	12.19			8	107.58	Salida 6.76	99.07	14			5.11	f **7.57**	12.58	f 2.55		6.27	4.20	10.32
10,341	W	10.43	9.00	**7.44**		s 7.52	s **2.42**	s12.30			6	114.34	DN Modesto 4.31	92.31	9			5.01	s **7.44**	s12.47	s **2.42**		6.08	3.55	10.13
4,461		10.58	9.15	8.05		f 7.59	s 2.52	**12.40**			5	118.65	D Ceres 1.93	88.00	4			4.54	f 7.35	**12.40**	s 2.32		5.45	3.15	10.00
422												120.58	Esmar (Spur) 1.40	86.07	3										
2,212		11.07	9.27	8.15		f 8.05	f **3.00**	12.45			6	121.98	Keyes 5.41	84.67	11			4.49	f 7.29	12.34	2.24		5.35	**3.00**	9.50
6,274		11.25	9.46	8.31		s 8.15	s 3.14	s12.52			7	127.39	D Turlock 5.80	79.26	11			4.41	s 7.20	s12.27	s 2.13		5.15	2.35	9.34
1,336		11.47	10.06	8.47		f 8.25	f 3.28	1.00			6	133.19	Delhi 4.30	73.46	9			4.32	f 7.10	12.17	2.03		4.50	2.17	9.18
4,173	W	P M **12.11**	10.21	9.00		f 8.32	s 3.38	s 1.06			8	137.49	D Livingston 2.60	69.16	5			4.25	f 7.03	**12.11**	f **1.56**		4.35	**1.56**	9.05
1,666		12.20	10.30	9.10		f 8.37	f 3.44	1.09				140.09	Arena 4.19	66.56	9			4.22	f 6.59	12.07	1.50		4.22	1.33	8.57
4,885		**12.45**	11.00	9.25		f **8.45**	s **3.54**	f **1.15**			8	144.28	D Atwater 1.69	62.37	15			4.16	f 6.52	f12.01 P M	s 1.42		**3.54**	**1.15** **12.45**	8.4[illegible]
2,307												145.97	Buhach 1.82	60.68											
461												147.79	Ashby (Spur) 3.94	58.86											
1,552	WCT	**1.30**	11.30 P M **12.20**	9.50 A M AR		s 9.00	s 4.15	Foot-note s **1.30**	14	20	7	151.73	DN MERCED 6.00	54.92	12	14	20	4.04	s 6.40	s**11.51**	Foot-note s **1.30**		3.15	**12.05** P M LV	8.10
2,427		1.58	12.42			f 9.10	f 4.27	1.40			4	157.73	Lingard 3.91	48.92	8			3.55	f 6.30	11.40	1.13		2.35		7.45
4,810		**2.20**	**1.07**			f 9.16	f 4.33	1.46			8	161.64	Athlone 5.38	45.01	13			3.50	f 6.23	11.35	f **1.07**		**2.20**		7.34
2,497							*					167.02	Sierra Vista (Spur) 0.98	39.63											
2,331		2.42	**1.33**			f 9.26	s 4.45	f **1.56**			7	168.00	D Minturn 1.33	38.65	11			3.40	f 6.12	f11.27	s12.56		**1.56** **1.33**		7.15
680												169.33	McNear (Spur) 3.97	37.32											
1,406		3.00	**2.03**			f 9.35	f 4.57	**2.03**			5	173.30	Califa 4.29	33.35	9			3.32	f 6.03	11.20	12.47		1.03		6.58
13,964	WCT	3.15	2.30		A M LV 10.20	s 9.44	s 5.07	s 2.11	14	20	9	177.59	D BERENDA 7.44	29.06	15	14	20	3.25	s 5.57	s11.15	s**12.40**	P M AR 4.50	**12.40** P M		6.47
22,897	J	3.40	3.15		10.40 A M AR	s 9.56	s 5.25	s 2.24			3	185.03	DN Madera 2.78	21.62	6			3.14	s 5.45	s**11.03**	s12.27	4.30 P M LV	11.55 **10.53**		6.25
1,768		3.50	3.25			f10.01	f 5.32	2.28			4	187.81	Borden 3.50	18.84	7			3.08	f 5.40	10.59	f12.22		10.40		6.17
3,884		4.02	3.33			f10.06	f 5.38	2.33			6	191.31	Irrigosa 3.28	15.34	11			3.03	f 5.34	10.54	12.17		10.30		6.07
744												194.59	Tharsa (Spur) 2.21	12.06											
11,877	W	4.20	3.47			f10.14	f **5.49**	2.42			5	196.80	Herndon 4.50	9.85	10			2.55	f 5.25	10.47	f12.07		10.18		**5.49**
2,501		4.35	3.58			f10.20	f 5.58	2.49			7	201.30	Muscatel 5.35	5.35	12			2.48	f 5.18	10.42	P M 11.59		10.08		5.20
Term. Yard	WCTYO	**5.00** P M AR	4.15 P M AR			10.30 P M AR	6.10 P M AR	3.00 P M AR				206.65	DN FRESNO	0.00				2.40 A M LV	5.10 A M LV	10.35 A M LV	11.50 A M LV		9.55 A M LV		**5.00** P M LV
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily					(112.31)					Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
		7.20	9.10	3.25	0.20	3.15	4.18	3.02					Time over District					2.54	3.10	2.46	3.31	0.20	8.45	4.55	6.15
		16.20	13.48	16.79	22.32	34.56	26.11	37.08					Average speed per hour					38.73	35.47	40.60	31.93	22.32	12.64	11.67	17.97

FOOT-NOTE.—No. 7 will take siding for No. 84 at Merced.
West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)
Trains must get clearance card before leaving Lathrop or Fresno.

* No. 300, No. 299 may carry passengers.

WESTERN DIVISION: Main Line—Tracy and Mendota.

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.	East Bound. FROM SAN FRANCISCO.				Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	TIME TABLE No. 106. Dec. 31, 1905.	DISTANCE FROM MENDOTA VIA PORT COSTA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO. West Bound.		
	Third Class.		First Class.											First Class.	Third Class.	
	248	246	26	36										35	247	241
	★ Way Freight	Passenger and Freight	The Owl	Visalia Passenger										Visalia Passenger	★ Way Freight	El Paso Freight
	Daily	Daily	Daily	Daily	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	Daily	Daily	Daily
			PM LV 5.00	AM LV 8.20				0.00	SAN FRANCISCO 83.25	175.45				PM AR 4.08		
Interm. Yard WCTYO	AM LV 10.00	AM LV 5.20	PM LV 7.40	AM LV 11.35	14	20		83.25	DN TRACY	92.20		14	20	PM AR ¶12.40	PM AR 4.10	AM AR 3.10
3,130	10.10	5.30	7.45	11.40			9	85.83	2.58 Lyoth A. & S. J. Crossing	89.62	14			12.35	3.55	3.00
4,353	10.22	5.39	7.49	f11.46				88.85	3.02 Yarmouth	86.60				f12.30	3.43	2.48
4,515	10.40	5.52	7.56	s11.52			6	93.45	4.60 Vernalis	82.00	10			s12.23	3.25	2.32
1 008				f			4	95.85	2.40 Cowell (Spur)	79.60	8			f		
2,590	10.54	6.03	8.02	11.58				97.20	1.35 Hally	78.25				12.14	3.10	2.17
4,404 W	11.10	6.14	8.08	PM s**12.07**			5	101.25	4.05 DN Westley	74.20	10			s**12.07**	2.55	2.04
4,920	**11.53**	6.37	8.20	f12.21			8	108.35	7.10 Emerald	67.10	16			PM f**11.53**	2.20	1.35
6,751	PM **12.32**	6.54	8.28	s**12.32**			7	114.05	5.70 D Crow's Landing	61.40	14			s11.42	1.50	1.17
7,883 W	**1.10** 1.40	7.15	s 8.38	s**12.44**			7	120.35	6.30 DN Newman	55.10	15			s11.29	**1.10** **12.30**	12.55
5,350	1.55	7.28	8.45	f12.52			4	124.35	4.00 Gustine	51.10	9			f11.22	12.01	12.37
3,336	2.06	7.37	8.50	f12.57			4	127.75	3.40 Linora	47.70	8			f11.14	PM 11.35	12.27
7,241	2.15	7.45	8.54	s 1.03			3	130.25	2.50 Ingomar	45.20	6			s**11.10**	**11.10**	12.18
5,315	2.45	8.05	9.05	s 1.16			7	136.65	6.40 D Volta	38.80	14			s10.58	10.20	AM 11.58
34,222 WY	3.50	8.28	s 9.13	s 1.27			6	141.35	4.70 DN Los Banos	34.10	10			s10.47	9.50	11.45
3,344	4.20	**9.03**	9.24	f 1.42			9	149.15	7.80 Agatha	26.30	18			f10.33	**9.03**	11.05
7,744	5.30	9.17	9.30	s 1.50			6	153.85	4.70 D Dos Palos	21.60	12			s10.25	8.30	10.46
4,490	5.55	9.35	9.42	f 2.03			8	160.65	6.80 Oxalis	14.80	16			f10.14	7.59	10.20
9,126	6.20	**10.04**	**9.55**	s 2.14			8	167.05	6.40 DN Firebaugh	8.40	16			s**10.04**	7.35	**9.55**
2,546 W	6.37	10.17	10.03	2.22			6	171.61	4.56 Cromir	3.84	12			9.56	7.15	9.28
33,298 WCT Term. Yard	7.00 PM AR	10.30 AM AR	10 10 PM AR	2.30 PM AR			5	175.45	3.84 DN MENDOTA (92.20)	0.00	10			9.50 AM LV	7.00 AM LV	9.15 PM LV
	Daily	Daily	Daily	Daily										Daily	Daily	Daily
	9.00	5.10	2.30	2.55					Time over District					2.50	9.10	5.55
	10.85	17.84	36.88	31.61					Average speed per hour					32.54	10.85	15.58

All trains will approach Tracy yard under full control, prepared to stop if found necessary.

Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

★ Nos. 247 and 248 may carry passengers.

Trains must get clearance card before leaving Tracy or Mendota.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

WESTERN DIVISION: Branch Lines.

SAN RAMON BRANCH.

East Bound. **FROM SAN FRANCISCO.** — **TOWARD SAN FRANCISCO.** West Bound.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		Second Class.				Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	DISTANCE FROM SAN RAMON.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		Second Class.			
		144	146	142	60	Danger Point	Caution Point						Danger Point	Caution Point	141	143	59	145
		San Ramon Passenger	Martinez and Concord Passenger and Freight	San Ramon Passenger and Freight	San Ramon Passenger										San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez and Concord Passenger and Freight
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only										Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.
		PM LV 4.00	AM LV 9.40	AM LV 7.40	AM LV 7.40				0.00	SAN FRANCISCO 39.15	58.85				AM AR 9.28	PM AR 6.08	PM AR 6.08	PM AR 6.48
3,728		PM LV 5.53	AM LV 11.35	AM LV 9.40	AM LV 9.27	14	20	7	39.15	D AVON 4.40	19.70	11	14	20	AM AR s 7.32	PM AR s **4.10**	PM AR s 4.20	PM AR s **4.00**
5,740	W	s 6.03	11.55 AM AR	s10.20	s 9.38			5	43.55	D Concord 0.74	15.30	6			s 7.20	s 3.47	s 4.10	3.30 PM LV
953									44.29	Nacio 1.86	14.56							
4,098		f 6.08		f10.35	f 9.45			5	46.15	Hookston 3.00	12.70	7			f 7.13	f 3.10	f 4.03	
3,236		s 6.15		s10.45	s 9.52			8	49.15	D Walnut Creek 4.40	9.70	11			s 7.06	s 2.58	s 3.56	
1,21		s 6.23		s10.59	s10.02			4	53.55	Hemme 2.20	5.30	6			s 6.53	s 2.40	s 3.47	
4,185		s 6.28		s11.06	s10.08			3	55.75	D Danville 1.70	3.10	4			s 6.48	s 2.32	s 3.42	
1,409		f		f	f			2	57.45	Osage 1.40	1.40	4			f	f	f	
6,659	T	6.35 PM AR		11.15 AM AR	10.15 AM AR				58.85	SAN RAMON	0.00				6.40 AM LV	2.20 PM LV	3.35 PM LV	
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only					(19.70)					Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.
		0.42	0.20	1.35	0.46					Time over District					0.52	1.50	0.45	0.30
		28.14	13.20	12.44	24.62					Average speed per hour					22.73	10.75	26.27	8.80

☞**FOOT-NOTES.—No. 142 is superior to No. 143.**
No. 146 is superior to No. 145.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains will stop as follows:
At Widbero all passenger on signal.

SAN JOSE BRANCH.

East Bound. **FROM SAN FRANCISCO.** — **TOWARD SAN FRANCISCO.** West Bound.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		Third Class.	2d Class.	First Class.						Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	DISTANCE FROM SAN JOSE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.						Third Class.
		280	112	40	110	96	94	92	90	Danger Point	Caution Point						Danger Point	Caution Point	39	89	109	91	93	95	279
		San Jose Way Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger and Freight										San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger and Freight	San Jose Passenger	San Jose Way Freight
		Daily	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.										Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily
			PM LV 9.00	PM LV 6.20	PM LV 5.20	PM LV 4.40		AM LV 8.40					0.00	DN SAN FRANCISCO 30.20	47.74				AM AR 7.08	AM AR 8.48	AM AR 9.48		PM AR 2.48	PM AR 7.28	
20,426	WY	PM LV 2.25	PM LV 10.20	PM LV 7.47	PM LV 6.47	PM LV 6.15	PM LV 2.47	AM LV 10.17	AM LV 7.20	14	20	4	30.20	DN NILES 3.55	17.54	9	14	20	AM AR s 5.47	AM AR 7.00	AM AR s 8.22	AM AR 10.05	PM AR 1.15	PM AR 5.05	PM AR 7.15
5,048		**2.57**	s10.27	s 7.53	s **6.54**	s 6.22	s **2.57**	s10.23	s 7.31			4	33.75	Irvington 3.64	13.99	10			s 5.38	s 6.47	s 8.15	s 9.54	s 1.03	s 4.57	**6.54**
3,219		3.23	s10.33	s 8.00	s 7.01	s **6.28**	s 3.04	s10.30	s 7.42			5	37.39	D Warm Springs 4.33	10.35	11			s 5.32	s 6.38	s 8.08	s 9.47	s12.55	s 4.50	**6.28**
4,940		3.45	s10.42	s 8.08	s 7.07	s 6.37	s 3.12	s10.37	s **8.01**			3	41.72	D Milpitas 2.62	6.02	7			s 5.26	s 6.28	s **8.01**	s 9.38	s12.47	s 4.42	5.58
2,990		4.00	f10.47	f 8.13	f 7.13	f 6.42	f 3.18	10.43	f 8.14			6	44.34	Wayne 3.40	3.40	9			f 5.21	f 6.22	f 7.56	f 9.32	f12.37	f 4.37	5.45
Term. Yard WCTO		**4.20** PM AR	10.55 PM AR	8.20 PM AR	7.20 PM AR	6.50 PM AR	3.25 PM AR	10.52 AM AR	8.25 AM AR				47.74	DN SAN JOSE	0.00				5.15 AM LV	6.15 AM LV	7.50 AM LV	9.25 AM LV	12.30 PM LV	**4.30** PM LV	5.30 PM LV
		Daily	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.					(17.54)					Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily
		1.55	0.35	0.33	0.33	0.35	0.38	0.35	1.05					Time over District					0.32	0.45	0.32	0.40	0.45	0.35	1.45
		9.15	30.07	31.89	31.89	30.07	27.69	30.07	16.19					Average speed per hour					32.89	23.39	32.89	26.31	23.39	30.07	10.02

☞**FOOT-NOTE. No. 280 is superior to No. 279.**
West-bound trains are superior to trains of the same class in the opposite direction, (see Rule 81), except as per foot-note above.
Trains must get clearance card before leaving San Jose.

WESTERN DIVISION: Merced and Milton Branches.

East Bound. FROM SAN FRANCISCO. — **TOWARD SAN FRANCISCO. West Bound.**

Length of Sidings in feet, and location of Scales, Coal, Water and Turning Stations		Third Class.	First Class.		Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA NILES.	TIME TABLE No. 106. Dec. 31, 1905.	DISTANCE FROM MERCED.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.		Third Class.
		306 Passenger and Freight	154 Passenger and Freight	152 *Passenger	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	151 *Passenger	153 Passenger and Freight	305 Passenger and Freight
		Daily Ex. Sun.	Daily Ex. Sun.	Daily										Daily	Daily Ex. Sun.	Daily Ex. Sun.
			A M LV 8.40	A M LV 8.40				0.00	SAN FRANCISCO	0.00				P M AR 4.08	P M AR 7.28	
Interm. Yard.	WCTY	A M LV 7.45	P M LV 1.20	P M LV 1.10	14	20		91.70	91.70 DN STOCKTON	72.25		14	20	A M AR 11.40	P M AR 3.45	P M AR 4.00
501		8.02	1.32	f 1.22			12	97.70	6.00 Charleston (Spur)	66.25	13			f11.26	f 3.31	3.43
772				f			4	99.40	1.70 Walthall (Spur)	64.55	4			f	f	
541		8.13	f 1.41	1.31			4	101.60	2.20 Holden (Spur)	62.35	5			f11.17	f 3.22	3.32
3,116	W	8.25	s 1.48	s 1.38			6	104.80	3.20 D PETERS	59.15	8			11.10	**3.12**	**3.12**
3,116	W		1.48		14	20		104.80	Milton Branch. D PETERS	59.15		14	20		s 3.12	
790			f 2.03				14	110.50	5.70 Waverly	64.85	20				f 2.57	
2,200			2.20 P M AR				14	116.30	5.80 D Milton	70.65	22				2.40 P M LV	
3,116	W	8.25		1.38	14	20		104.80	D PETERS	59.15		14	20	s11.10		2.55
2,663		8.50		s 1.47			9	109.20	4.40 D Farmington	54.75	11			s11.00		2.35
666				f			6	112.50	3.30 Trigo (Spur)	51.45	9			f		
1,432		9.10		f **2.05**			5	115.30	2.80 Cometa	48.65	8			f10.48		**2.05**
[illegible]				f			5	117.70	2.40 Clyde (Spur)	46.25	7			f		
2,897				f			8	121.70	4.00 Burnett (Spur)	42.25	10			f		
6,774	W	**10.20**		2.30 2.35			3	123.40	1.70 D Oakdale Oakdale & W. Crossing.	40.55	5			10.30 **10.20**		1.30
2,800		10.32		f 2.44			6	127.40	4.00 Claribel	36.55	9			f10.00		12.50
978		10.50		s 2.58			9	133.50	6.10 D Waterford	30.45	13			s 9.38		12.25
4,698		10.58		s 3.02			3	135.10	1.60 Hickman	28.85	4			s 9.30		12.15 P M
7,857	WT	11.15 A M AR		s 3.15			9	140.90	5.80 D Montpellier	23.05	13			s 9.15		11.55 A M LV
4,051				f 3.28			9	147.10	6.20 Ryer	16.85	14			f 8.58		
989				f 3.35			5	149.80	2.70 Arundel	14.15	8			f 8.50		
5,471				f 3.43			5	153.60	3.80 Amsterdam	10.35	7			f 8.40		
620				f			7	158.30	4.70 Nairn (Spur)	5.65	10			f		
15 521	WCT							162.16	3.86 A. T. & S. F. Crossing.	1.79						
				4.10 P M AR			9	163.95	1.79 DN MERCED	0.00	14			8.10 A M LV		
		Daily Ex. Sun.	Daily Ex. Sun.	Daily					(72.25)					Daily	Daily Ex. Sun.	Daily Ex. Sun.
		3.30	1.00	3.00					Time over District					3.20	1.05	4.05
		14.05	24.60	24.08					Average speed per hour					21.67	22.71	12.04

☞ **FOOT-NOTES.—No. 154 is superior to No. 153.**
No. 306 is superior to No. 305.

* Nos. 151 and 152 will handle freight between Montpellier and Merced.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card at Milton when an operator is on duty.

WESTERN DIVISION: Branch Lines.

VALLEY SPRING BRANCH.

East Bound. FROM SAN FRANCISCO. — West Bound. TOWARD SAN FRANCISCO.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Third Class. 312 Valley Spring Pass. and Freight	Second Class. 172 Passenger	Second Class. 174 Valley Spring Passenger	Flagging distance expressed in number of poles. Danger Point	Flagging distance Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905 STATIONS.	DISTANCE FROM VALLEY SPRING.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance Caution Point	Second Class. 171 Passenger	Second Class. 173 Lodi Passenger	Third Class. 311 Lodi Passenger and Freight
	Daily Ex. Sun.	Daily	Sunday Only										Daily	Sunday Only	Daily Ex. Sun.
		AM LV 8.40					0.0	DN. SAN FRANCISCO	131.0				PM AR 4.08		
2,711 W		PM LV 1.05		14	20		106.8	WOODBRIDGE	29.4		14	20	PM AR 12.50		
18,707 WTC	AM LV s 7.00	s 1.40	AM LV s 8.30			5	104.2	2.6 DN* LODI	26.8	7			12 35 PM 11.20	PM AR s 4.25	PM AR s 5.10
2,850	s 7.25	s 1.57	s 8.44			13	111.5	7.3 P Lockeford	19.5	19			s11.00	s 4.08	s 4.47
2,580 W	s 7.55	s 2.04	s 8.51			6	115.4	3.9 P Clements	15.6	10			s10.50	s 3.59	s 4.35
2,413	s 8.20	s 2.18	s 9.05			11	121.6	6.2 P Wallace	9.4	15			s10.35	s 3.45	s 4.15
1 107	s 8.50	s 2.35	s 9.20			11	127.2	5.6 Helisma	3.8	12			s10.20	s 3.27	s 3.50
422	f	f	f			6	130.2	3.0 Norval (Spur)	0.8	8			f	f	f
2,818 WT	9.30 AM AR	2.50 PM AR	9.45 AM AR			2	131.0	0.8 P .VALLEY SPRING.	0.0	2			10.00 AM LV	3.15 PM LV	3.30 PM LV
	Daily Ex. Sun.	Daily	Sunday Only					(29.4)					Daily	Sunday Only	Daily Ex. Sun.
	2.30	1.45	1.15					Time over District					2.50	1.10	1.40
	10.72	16.80	21.44					Average speed per hour					10.38	22.97	16.08

FOOT-NOTES.—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.

AMADOR BRANCH.

East Bound. FROM S. FRANCISCO. — West Bound. TOWARD S. FRANCISCO.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	First Class. 132 Ione Passenger and Freight	Flagging distance expressed in number of poles. Danger Point	Flagging distance Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	DISTANCE FROM IONE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance Caution Point	First Class. 131 Ione Passenger and Freight
	Daily										Daily
	AM LV 8.40				0.00	.DN. SAN FRANCISCO	139.80				PM AR 4.08
8,276 WCT	PM LV 2.00	14	20		112.60	DN GALT	27.20		14	20	AM AR 11.00
674	f			12	118.16	5.56 Conley (Spur)	21.64	17			f
1,171	f 2.22			7	121.45	3.29 Cicero	18.35	10			f10.38
466	f			3	122.85	1.40 Clay (Spur)	16.97	4			f
2,002	s 3.00			24	133.22	10.37 Carbondale	6.58	31			s10.07
1,020	f			6	133.96	0.74 Yaru (Spur)	5.84	8			f
425	f				136.01	2.05 Clarksona (Spur)	3.79				f
858	f				138.73	2.72 Dagon (Spur)	1.07	8			f
762	f			8	139.00	0.27 Younglove (Spur)	0.80	1			f
4,541 W	3.30 PM AR				139.80	0.80 D IONE	0.00	2			9.25 AM LV
	Daily					(27.20)					Daily
	1.30					Time over District					1.35
	18.13					Average speed per hour					17.18

YOSEMITE BRANCH.

East Bound. FROM SAN FRANCISCO. — TOWARD SAN FRANCISCO. West Bound.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	First Class. 156 Passenger and Freight	Flagging distance expressed in number of poles. Danger Point	Flagging distance Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance Caution Point	First Class. 155 Passenger and Freight
	Daily										Daily
	AM LV 10.20				0.00	SAN FRANCISCO	206.65				PM AR 4.48
13,964 WTC	PM LV 5.15	14	20		177.59	D BERENDA	29.06		14	20	AM AR 10.00
					181.00	3.41 A. T. & S. F. Crossing	32.47				
1,034	f 5.35			15	184.98	3.98 Talbot	36.45	15			f 9.30
8,482	f 5.47			8	189.20	4.22 Daulton	40.67	8			f 9.10
300	f				191.97	2.77 Jesbel (Spur)	43.44				f
1,187	f				195.57	3.60 Day (Spur)	47.04				f
1,039	f 6.10			21	196.17	0.60 Herbert	47.64	21			f 8.32
15,602	f 6.20			4	197.57	1.40 Knowles (Spur)	49.04	4			f 8.25
2,737 WJ	6.30 PM AR			3	198.59	1.02 D RAYMOND	50.06	3			8.00 AM LV
	Daily										Daily
	1.15					Time over District					2.00
	16.80					Average speed per hour					10.50

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at Ione, Valley Spring and Raymond when an operator is on duty.

WESTERN DIVISION: Branch Lines.

SUISUN BRANCH.

East Bound. West Bound.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FROM SAN FRANCISCO.					Minimum running time between stations for freight trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	DISTANCE FROM SUISUN.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO.				
	Third Class.			Second Class.							Danger Point	Caution Point	Second Class.		Third Class.		
	296 *Santa Rosa Freight Daily Ex. Sun.	264 Calistoga Freight Daily Ex. Sun.	260 Freight Daily Ex. Sun	74 Suisun Passenger Daily	72 Suisun Passenger and Freight Daily								71 Suisun Passenger Daily	73 Suisun Passenger Daily	263 Calistoga Freight Daily Ex. Sun.	295 Santa Rosa Freight Daily Ex. Sun.	259 Freight Daily Ex. Sun.
28,071				PM LV 3.40	AM LV 7.00		31.01	SOUTH VALLEJO	20.10				AM AR 10.05	PM AR 6.10			
11,899 YO	PM LV 5.55	PM LV 4.55	PM LV 1.30	PM LV 4.20	AM LV 7.35		38.31	D NAPA JUNCTION	12.80				AM AR 9.20	PM AR 5.42	AM AR 8.40	AM AR 10.10	PM AR 2.30
4,623 W	6.35	**5.30**	2.05 PM AR	f 4.32	f 7.47	22	41.97	3.66 Creston	9.14	15			f 9.08	f **5.30**	8.20	9.50	2.10 PM LV
5,720	6.55	6.05		s 4.43	s **7.58**		45.89	3.92 D Cordelia	5.22				s 8.55	s 5.17	**7.58**	9 12	
3,656				f	f		47.25	1.36 Thomasson (Spur)	3.86		14	20	f	f			
906	7.10	6.20		4.49	8.05	15	48.93	1.68 Subeet	2.18	11			8.46	5.10	7.35	8.59	
31,646 WCY	7.30 PM AR	6.40 PM AR		4.53 PM AR	8.10 AM AR		51.11	2.18 DN SUISUN (12.80)	0.00				**8.40** AM LV	5.05 PM LV	7.25 AM LV	**8.50** AM LV	
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily								Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	1.35	1.45	0.35	0.33	0.35			Time over District					0.40	0.37	1.15	1.20	0.20
	8.08	7.32	6.27	23.27	21.94			Average speed per hour					19.20	20.76	10.24	9.60	10.98

* No. 296 may carry passengers.

See page 18 in reference to No. 166, running to Cordelia on Tuesdays and Saturdays during shooting season.

CLEAR LAKE BRANCH.

East Bound. West Bound.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FROM SAN FRANCISCO.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	DISTANCE FROM RUMSEY.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO.	
	First Class.							Danger Point	Caution Point	First Class.	
	80 Winters Passenger Daily	78 Rumsey Passenger & Freight Daily								79 Winters Passenger Daily	*77 Rumsey Passenger & Freight Daily
	PM LV 3.40	AM LV 7.00		0.00	SAN FRANCISCO 60.32	111.37				AM AR 10.48	PM AR 7.28
12,978 WYC	PM LV 6.40	AM LV 10.00		60.32	DN ELMIRA	51.05				AM AR 7.50	PM AR 4.25
8,181	s 6.50	s10.10	5	64.56	4.24 D Vacaville	46.81	11			s 7.40	s 4.15
680	f	f	2	66.45	1.89 Violet (Spur)	44.92	5			f	f
1,495	f	f	3	69.27	2.82 Hartley (Spur)	42.10	7			f	f
778	f	f	3	71.22	1.95 Allendale (Spur)	40.15	5			f	f
1,298	f 7.11	f10.30	5	74.85	3.63 Wolfskill	36.52	9			f 7.15	f 3.20
6,061 W	7.15 PM AR	s10.40	2	76.82	1.97 D Winters	34.55	6			7.10 AM LV	s 3.13
1,672		f10.53	6	81.19	4.37 Ely	30.18	11				f 2.53
7,212		f11.02	4	84.34	3.15 Citrona	27.03	8				f 2.45
3,432		s11.10	4	87.67	3.33 Madison	23.70	9				s 2.35
6,247 W		s11.18	4	90.77	3.10 Esparto	20.60	10	14	20		s 2.20
9,927			3	92.64	1.87 Corfu (Spur)	18.73	6				
1,297		f11.25	1	93.37	0.73 Capay	18.00	3				f 2.07
1,209		f11.36	7	97.47	4.10 Cadanassa	13.90	14				f 1.52
1,319		f11.48	7	101.67	4.20 Tancred	9.70	14				f 1.34
1,304		f11.55	4	104.17	2.50 Surrey	7.20	8				f 1.26
557		PM f12.02	3	105.17	1.00 Amaranth	6.20	3				f 1.22
1,329		s12.08		106.37	1.20 D Guinda	5.00	4				s 1.18
616		f12.13	1	107.07	0.70 Sauterne	4.30	2				f 1.12
1,319		f12.18	3	108.77	1.70 Cashmere	2.60	6				f 1.07
3,080 W		12.25 PM AR	4	111.37	2.60 RUMSEY (51.05)	0.00	10				1.00 PM LV
	Daily	Daily								Daily	Daily
	0.35	2.25			Time over District					0.40	3.25
	28.20	21.12			Average speed per hour					24.75	14.94

☞ **FOOT-NOTES.—No. 72 is superior to No. 71.**
No. 74 is superior to No. 73.
No. 260 is superior to No. 259.

West-bound trains are superior to trains of the same class in opposite direction (see Rule 81), except as per foot-notes above.

☞ **FOOT-NOTE.—No. 78 is superior to No. 77.**

* If No. 77 is late by doing its freight work and cannot catch 19 it will connect with No. 11. If No. 11 is 30 minutes or more late No. 77 will connect with 19 by omitting some of its freight work.

WESTERN DIVISION BRANCH LINES—Calistoga Branch.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Ferry.							Third Class.		Second Class.						First Class.				DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
	Steamer Trip From No. 14	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip From No. 8	Steamer Trip From No. 42	Steamer Trip	260	262	166	164	74	168	72	162	64	68	62	66					
								Passenger and Freight	Calistoga Freight	Passenger	Napa Passenger	Suisun Passenger and Freight	Napa Passenger	Suisun Passenger and Freight	Passenger	Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger	Santa Rosa Passenger					
	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS.		Danger Point	Caution Point
	PM LV 7.00	PM LV 5.20			AM LV 10.20								AM LV 10.20			PM LV 4.00	PM LV 4.00	AM LV 7.40	AM LV 7.40	0.00	DN SAN FRANCISCO 29.01			
	8.14	6.30			11.35								11.35			5.09	5.09	8.50	8.50	29.01	D VALLEJO JUNC.			
	8.15	6.30			11.36								11.36			5.15	5.15	8.56	8.56	29.01	Vallejo Ferry. D VALLEJO JUNC. 2.00			
	† 8.30	**6.45	PM LV 5.30	PM LV 4.00	†11.50	AM LV 9.15	AM LV 7.10						11.50 AM AR			5.30 PM AR	5.30 PM AR	9.15 AM AR	9.15 AM AR	31.01	D SOUTH VALLEJO 1.60			
	8.40 PM AR	6.55 PM AR	5.45 PM AR	4.10 PM AR	12.00 NOON	9.25 AM AR	7.20 AM AR														N. VALLEJO WHF.			
28,071 WCG								PM LV 12.15				PM LV 3.40	AM LV 11.55	AM LV 7.00		PM LV 5.40	PM LV 5.30	AM LV 9.25	AM LV 9.15	31.01	D SOUTH VALLEJO 1.10	2	14	20
949								f12.20				s 3.45	s11.58	s 7.03		s 5.42	s 5.32	s 9.27	s 9.17	32.11	North Vallejo 3.28	4		
1,542								12.30				f 3.56	PM f12.05	f 7.12		5.48	f 5.38	9.34	f 9.24	35.39	Flosden 2.92	4		
11,899 YO								12.40 PM AR	AM LV 9.05	PM LV Foot-note **5.45**	PM LV **5.00**	**4.05** PM AR	s12.10	**7.20** AM AR	AM LV 6.35	s **5.55** Foot-note	s 5.45 PM AR	s **9.40**	s 9.30 AM AR	38.31	D NAPA JUNCTION 3.75	4	14	20
448										f 5.51	5.07		f12.18		f 6.42	f 6.02		f 9.46		42.06	Thompson (Spur) 3.10	3		
432													f							45.16	Imola (Spur) 1.31	2		
7,211 W									**9.58**	**6.00** PM AR	**5.15** PM AR		12.30 PM AR		6.51 AM AR	s **6.12**		s **9.58**		46.47	D Napa 2.33	9		
2,065									10.20							f 6.17		f10.03		48.80	Union 2.31			
670									10.32							f 6.22		f10.09		51.11	Oak Knoll 1.68			
828									10.41							f 6.27		f10.13		52.79	Trubody 2.26			
2,759 W									10.55							s 6.32		s10.20		55.05	D Yountville 3.44	4		
2,154									11.17							s 6.40		s10.27		58.49	D Oakville 1.89	2		
1,720									11.30							s 6.45		s10.31		60.38	D Rutherford 1.94	4		
1,596									11.38							f 6.49		f10.35		62.32	Zinfandel 0.77			
528																				63.09	Thomann (Spur) 0.35			
1 402									11.45							f 6.52		f10.38		63.44	Crane 0.92			
5,020									PM 12.01							s 6.56		s10.42		64.36	St. Helena 1.24	9		
908									12.05							6.58		10.44		65.60	Krug 0.75			
967									12.08							f 7.00		f10.46		66.35	Barro 2.18			
555 W																f		f		68.53	Bale (Spur) 0.74			
1,119									12.18							f 7.05		f10.53		69.27	Larkmead 0.67			
847 W																f		f		69.94	Maple 2.85			
2,681 WT									12.30 PM AR							7.12 PM AR		11.00 AM AR		72.79	D CALISTOGA			
	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily		(41.78)			
								0.25	3.25	0.15	0.15	0.25	0.35	0.20	0.16	1.32	0.15	1.35	0.15		Time over District			
								17.52	10.09	32.64	32.64	17.52	26.50	21.90	30.60	27.25	29.20	26.38	29.20		Average speed per hour			

☞FOOT-NOTES.—No. 164 is superior to No. 165.
No. 262 is superior to No. 261.
On Tuesdays and Saturdays, Train and Engine Crew of No. 166 will connect with No. 64 and receive special order to run "Extra" Napa Junction to Cordelia and return, on such days No. 64 will take No. 166's Napa passengers from Napa Junction.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card at South Vallejo when an Operator is on duty.

Trains will stop as follows:

**Stops at South Vallejo Saturday and Sunday only.
† Stops at South Vallejo Sunday only.
At Suscol, Nos. 62, 64, 164 and 168 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 66, 68, 72, 74, 168 and 260 on signal.
☞Nos. 162 and 166 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 164 Sunday will leave Cement Works 4:58 P. M.

WESTERN DIVISION BRANCH LINES Calistoga Branch.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance expressed in number of poles.		Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 106. Dec. 31, 1905.	DISTANCE FROM CALISTOGA AND FROM SUISUN TO NAPA JUNC.	First Class.				Second Class.						
Danger Point	Caution Point		STATIONS.		61	65	63	67	161	71	163	169	167	165	73
					Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger	Santa Rosa Passenger	Passenger	Suisun Passenger and Freight	Napa Passenger and Freight	Napa Passenger	Napa Passenger	Passenger	Suisun Passenger
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex. Sun.	Daily
			DN SAN FRANCISCO 2.90	72.79	A M AR 9.28	A M AR 9.28	P M AR 6.08	P M AR 6.08							P M AR 7.48
			D VALLEJO JUNC.	43.78	8.07	8.07	5.04	5.04							6.34
			Vallejo Ferry. D VALLEJO JUNC. 2.00	43.78	A M AR 8.02	A M AR 8.02	P M AR 4.55	P M AR 4.55							P M AR 6.28
			D SOUTH VALLEJO 1.60	41.78	7.50	7.50	4.35	4.35							6.15
			N. VALLEJO WHF.												P M LV
		4	D SOUTH VALLEJO 1.10	41.78	A M AR 7.40	A M AR 7.50	P M AR 4.25	P M AR 4.35		A M AR 10.05	A M AR 11.05	A M AR 10.30			P M AR 6.10
14	20	8	North Vallejo 3.28	40.68	s 7.37	s 7.47	s 4.22	s 4.32		s10.00	s10.59	s10.27			s 6.07
		8	Flosden 2.92	37.40	7.30	f 7.40	4.15	4.25		f 9.50	f10.49	f10.20			f 6.00
		8	D NAPA JUNCTION 3.75	34.48	**7.25**	7.35 A M LV	**4.10**	4.20 P M LV	A M AR 6.15	**9.40** A M LV	{10.40 {8.30	s10.15	P M AR **4.55**	P M AR 5.31	**5.55** P M LV
		6	Thompson (Spur) 3.10	30.73	f 7.18		f 4.03		6.07		8.23	10.06	f 4.47	5.23	
		3	Imola (Spur) 1.31	27.63											
			D Napa 2.33	26.32	s 7.11		s **3.53**		6.00 A M LV		8.15 A M LV	**9.58** A M LV	4.40 P M LV	**5.16** P M LV	
			Union 2.31	23.99	f 7.04		f 3.45								
		18	Oak Knoll 1.68	21.68	f 7.00		f 3.40								
			Trubody 2.26	20.00	f 6.57		f 3.36								
		7	D Yountville 3.44	17.74	s 6.52		s 3.30								
		4	D Oakville 1.89	14.30	s 6.46		s 3.21								
14	20		D Rutherford 1.94	12.41	s 6.42		s 3.16								
			Zinfandel 0.77	10.47	f 6.38		f 3.12								
		8	Thomann (Spur) 0.35	9.70											
			Crane 0.92	9.35	f 6.36		f 3.10								
			St. Helena 1.24	8.43	s 6.35		s 3.09								
			Krug 0.75	7.19	6.32		3.04								
			Barro 2.18	6.44	f 6.31		f 3.03								
		18	Bale (Spur) 0.74	4.26	f		f								
			Larkmead 0.67	3.52	f 6.26		f 2.56								
			Maple 2.85	2.85	f		f								
			D CALISTOGA (41.78)	0.00	6.20 A M LV		2.50 P M LV								
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex. Sun.	Daily
			Time over District.		1.20	0.15	1.35	0.15	0.15	0.25	2.50	0.32	0.15	0.15	0.15
			Average speed per hour.		31.33	29.20	26.39	29.20	32.64	17.52	23.19	22.74	32.64	32.64	29.20

STATIONS.	Third Class.	Ferry.							
	261	Steamer Trip For No. 61	Steamer Trip For No. 47	Steamer Trip	Steamer Trip For No. 63	Steamer Trip For Nos. 73 and 11	Steamer Trip Tie up.	Steamer Trip For No. 14	Steamer Trip Tie up.
	Calistoga Freight								
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only
DN SAN FRANCISCO			A M AR 11.28						
D VALLEJO JUNC.			10.21						
Vallejo Ferry. D VALLEJO JUNC.			10.20					P M AR 7.25	
D SOUTH VALLEJO		A M AR 7.35		P M AR 12.10	P M AR 4.25	P M AR 6.15	P M AR 7.05	7.10	P M AR 8.50
N. VALLEJO WHF.		7.25 A M LV	10.00 A M LV	12.01 P M LV	4.15 P M LV	6.05 P M LV	6.55 P M LV	7.00 P M LV	8.40 P M LV
D SOUTH VALLEJO									
North Vallejo									
Flosden									
D NAPA JUNCTION	P M AR 4.35								
Thompson (Spur)									
Imola (Spur)									
D Napa	**3.53**								
Union	3.03								
Oak Knoll	2.53								
Trubody	2.45								
D Yountville	2.33								
D Oakville	2.15								
D Rutherford	2.05								
Zinfandel	1.55								
Thomann (Spur)									
Crane	1.49								
St. Helena	1.43								
Krug	1.26								
Barro	1.23								
Bale (Spur)									
Larkmead	1.12								
Maple									
D CALISTOGA	1.00 P M LV								
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only
Time over District.	3.35								
Average speed per hour.	9.62								

☞ **FOOT-NOTES.—No. 164 is superior to No. 165.**

No. 262 is superior to No. 261.

West-bound trains are superior to trains of the same class in the opposite direction (see rule 81), except as per foot-notes above.

Trains must get clearance card at Calistoga when an operator is on duty.

Trains will stop as follows:

At Suscol—Nos. 61, 63 and 163, on signal.
At Middleton—Nos. 61 and 63, on signal.
At Orphan's Home—Nos. 65, 67, 71, 73, 163 and 169 on signal.

☞ Nos. 161, 165 and 167 will run to Cement Works at Napa Junction.

WESTERN DIVISION BRANCH LINES: Santa Rosa Branch.

East Bound. **FROM SAN FRANCISCO.** | **TOWARD SAN FRANCISCO.** West Bound.

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.	Third Class.	First Class.					Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 106. Dec. 31, 1905. STATIONS.	DISTANCE FROM SANTA ROSA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.					Third Class.
	294	68	406	66	404	402										65	401	403	67	405	293
	Santa Rosa Freight	Santa Rosa Passenger	C. N. Ry. Passenger (101)	Santa Rosa Passenger	C. N. Ry. Passenger (125)	C. N. Ry. Passenger (105)										Santa Rosa Passenger	C. N. Ry. Passenger (108)	C. N. Ry. Passenger (122)	Santa Rosa Passenger	C. N. Ry. Passenger (106)	Santa Rosa Freight
	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Danger Point	Caution Point						Danger Point	Caution Point	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.
		PM LV 4.00		AM LV 7.40						0.00	SAN FRANCISCO	75.01				AM AR 9.28			PM AR 6.08		
28,071 WCT										31.01	D SOUTH VALLEJO W	44.00									
11,899 YO	AM LV 10.30	PM LV 5.47		AM LV 9.32					8	38.31	D NAPA JUNCTION 5.00	36.70	11			AM AR 7.32			PM AR 4.19		PM AR 5.05
714	10.58	f 5.57		f 9.42						43.31	D BUCHLI	31.70	5			7.19			4.08		4.47
714	10.58	Foot-note 5.57	PM LV Foot-note 4.25	Foot-note 9.42	AM LV Foot-note 7.20	AM LV Foot-note 6.55			4	43.31	Foot-note C. N. Ry. Junc. D BUCHLI 2.20	31.70				Foot-note f 7.19	AM AR 10.58	AM AR 11.15	Foot-note f 4.08	PM AR 6.55	4.47
721	11.07	f 6.02	4.30	f 9.47	7.25	7.00				45.51	Merazo 1.26	29.50				f 7.13	10.53	11.11	f 4.03	6.50	4.40
No Siding	11.13	Foot-note 6.05	Foot-note 4.32 PM AR	Foot-note 9.50	Foot-note 7.27 AM AR	Foot-note 7.02 AM AR				46.77	D RAMAL (No Siding) C. N. Ry. Junc.	28.24				Foot-note 7.10	Foot-note 10.50 AM LV	Foot-note 11.08 AM LV	Foot-note 4.01	Foot-note 6.48 PM LV	4.35
No Siding	11.13	6.05		9.50					8	46.77	D RAMAL (No Siding) 3.54	28.24	8			7.10			4.01		4.35
1,582	11.35	f 6.12		f 9.58					5	50.31	C. N. Ry. Crossing D Shellville 3.12	24.70	7			f 7.04			f 3.54		4.20
310									2	53.43	Snyder (Spur) 1.38	21.58	3								
2,349 W	11.50	s 6.23		s10.08					3	54.81	D El Verano 1.61	20.20	4			s 6.56			s 3.45		3.45
606		f		f					1	56.42	Agua Caliente (Spur) 0.79	18.59	5			f			f		
369		f		f			14	20	1	57.21	Sobre Vista (Spur) 0.70	17.80				f			f		
892	PM 12.02	f 6.30		f10.16					1	57.91	C. N. Ry. Crossing Yulupa 0.69	17.10	4	14	20	f 6.50			f 3.41		3.24
508	12.06	f 6.32		f10.18					3	58.60	Gelston 1.51	16.41	5			f 6.48			f 3.39		3.22
898	12.17	s 6.35		s10.22					1	60.11	Glen Ellen 0.60	14.90				s 6.45			s 3.36		3.18
499	12.19	f 6.36		f10.24					3	60.71	Warfield 1.40	14.30	6			f 6.44			f 3.34		3.10
525	12.23	f 6.39		f10.27					3	62.11	Beltane 1.70	12.90				f 6.41			f 3.30		3.05
505	12.28	f 6.43		f10.31					1	63.81	Wildwood 0.70	11.20	9			f 6.37			f 3.26		2.58
2,497	12.40	s 6.46		s10.34					2	64.51	D Kenwood 1.43	10.50				s 6.35			s 3.24		2.56
561		f		f					1	65.94	Lawndale (Spur) 0.67	9.07				f			f		
480	12.47	f 6.52		f10.40					2	66.61	Los Guilicos 1.30	8.40	6			f 6.29			f 3.19		2.42
1,290	12.52	f 6.55		f10.43					5	67.91	Annadel 1.59	7.10				f 6.26			f 3.16		2.37
		*		*						69.50	Oleson (Spur) 0.91	5.51				*			*		
1,078	1.00	f 7.01		f10.49					3	70.41	Melitta 1.69	4.60	14			f 6.20			f 3.10		2.28
992									5	72.10	Baku (Spur) 2.91	2.91									
5,434 WT	1.15 PM AR	7.12 PM AR		11.00 AM AR						75.01	D SANTA ROSA	0.00				6.10 AM LV			3.00 PM LV		2.10 PM LV
	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.					(36.70)					Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.
	2.45	1.25	0.07	1.28	0.07	0.07					Time over District					1.22	0.08	0.07	1.19	0.07	2.55
	13.34	25.90	29.66	25.02	29.66	29.66					Average speed per hour					26.85	25.95	29.66	27.87	29.66	12.58

☞**FOOT-NOTES.**—Nos. 401, 402, 403, 404, 405 and 406 are superior to Nos. 65, 66, 67 and 68.

No. 294 is superior to No. 293.

West-bound trains (or trains running from Santa Rosa to Napa Junction) are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card at Santa Rosa when an Operator is on duty.

NOTE CAREFULLY.—Between Ramal and Buchli a manual block system is in operation from 7 a. m. to 7 p. m. (See Manual Block System Rules, page 97, Book of Rules.)

Operators at such stations when on duty will register all trains, and hand inferior trains "Register Check" of superior trains which have arrived, otherwise trainmen must register and check same.

Trains will stop as follows:

Tule Vista Nos. 65, 66, 67 and 68 during hunting season will stop on signal.
At Felice—Nos. 65, 66, 67 and 68 on signal.

WESTERN DIVISION.

REGISTERING STATIONS.

MAIN LINE.

Oakland Pier (Passenger trains).
West Oakland (2d class and inferior trains.
Oakland, 16th St.
Port Costa.
Benicia.
Suisun (Branch trains only.)
Elmira (Branch trains only).
Davis.
Sacramento Depot (Passenger trains)
Sacramento 12th St., 2d class and inferior trains.
Oakland, 1st and Broadway.
Niles.
Livermore.
Tracy
Lathrop.
Stockton.
Lodi.
Galt (Branch trains only).
Brighton.
Martinez.
Avon.
Mendota.
Merced.
Berenda.
Madera.
Fresno.

BRANCHES.

Concord
San Ramon.
Montpelier.
Peters.
Oakdale.
Raymond.
Milton.
Valley Spring.
Ione.
South Vallejo.
Napa Junction.
Napa.
Calistoga.
Santa Rosa.
Buchli.
Ramal.
Creston.
Rumsey.
San Jose.

Note.—At Fruitvale register will be kept in switch house, all west-bound trains will register or leave Registering Ticket, form 2588, for switch tender to register. (See page 23.)

Operators will register for passenger trains not scheduled to stop at their stations especially at Ramal and Buchli when an operator is on duty.

Enginemen, before leaving any registering station, will require from the Conductor a check on proper blank showing the numbers of all superior trains, if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

Standard clocks are located at Oakland Pier, West Oakland (telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento, Berenda, South Vallejo, Suisun and Elmira.

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule, indicate:

"s"—regular stop.
"f"—flag stop to receive or discharge passengers or freight.
"★"—stop only to leave passengers.
"†"—stop on signal to receive passengers.
"¶"—stop for meals.
"l"—leave.
"a"—arrive.
"DN"—day and night telegraph office.
"D"—day telegraph office.
"N"—night telegraph office.
"P"—telephone.
"§"—as indicated at foot of page.
"W"—water station.
"C"—fuel station.
"T"—turntable.
"Y"—wye.
"O"—track scales.

TELEGRAPHONE INTERMEDIATE STATIONS.

"Telegraphone Intermediate Stations" to be used in accordance with Circular No. 812, Nov. 23, 1905, and instructions from General Superintendent.

Train and Engine men should use this apparatus in case of accident or great delay.

Oakland Pier.—Dispatchers office.
Vallejo Junction.
Port Costa.
Avon.
Tracy.
Mendota.
Niles.
San Jose.
Lathrop.
Stockton.
Lodi.
Galt.
Sacramento.
Benicia.
Suisun.
Elmira.
Napa Junction.
Santa Rosa.
Calistoga.
Merced.

At Fruitvale and West Berkeley "phones" have been installed for suburban trains only.

FLAGGING.

Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.

SPECIAL RULES.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

Between Ramal and Buchli and between Arsenal and Suisun, a Manual Block System is in operation. (See Manual Block System Rules, page 97, revised edition of Book of Rules, and be governed accordingly.)

Automatic Block Signals are in service between Oakland Pier and Port Costa; Benicia and Arsenal; Suisun and Sacramento; Tracy and Stockton. See Rules 38 to 51, inclusive, pages 94 to 97, and be governed accordingly. Trainmen and Enginemen must use extreme care in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains.

Referring to Rule 40, Page 94, Standard Rules. On single track, trains will wait five minutes before following flagman, under conditions outlined in said rule. On double track, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, page 18.

Semaphore signals, interlocked with the drawbridges at such points, having been put up at San Joaquin River between Minard and Lathrop, Pacheco Slough at Avon and Cordelia Slough at Cygnus, trains approaching these drawbridges from either direction and finding the semaphores at "clear," may pass over the drawbridges without coming to a full stop, speed, however, to be reduced so as not to exceed fifteen miles per hour. If signals are found at danger, trains must be brought to a full stop, and crew be governed by Rule 40 (page 94).

"Referring to Rule 12 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged. This rule must be strictly observed between East Oakland and Fruitvale.

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for passenger trains.*"

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for freight trains.*"

OAKLAND PIER INTERLOCKING SYSTEM.

The following signals in the Oakland Interlocking System are assigned to special routes as noted. All other signals in the system govern tracks in accordance with Standard Rules. (See page 107.)

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1 and Bridge No. 2 is east of it. The signal posts on the bridges are placed over the right-hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2, as follows:

- Post over track No. 1 carries signals 35 and 37.
  - Signal 35 into track No. 2.
  - Signal No. 37 across tracks 2 and 3 into track 4.
- Post over track No. 2 carries signals 39 and 41.
  - Signal 39 out track 2.
  - Signal 41 across track 3 and into track 4.
- Post over track No. 3 carries signals 43 and 45.
  - Signal 43 out track 3.
  - Signal 45 into track 4.
- Post over track No. 4 carries signals 47 and 49.
  - Signal 47 out track 4.
  - Short arm switching signal 49 to tracks 3 or 2.

East-bound Signal Bridge No. 2 as below:

- Post over track No. 1 carries signal No. 51.
  - Short arm switching signal 51 out track 1 or across tracks 2 and 3 and into track 4.
- Post over track No. 2 carries signals 53 and 55.
  - Signal 53 out track 2.
  - Short arm switching signal 55 into track 1.
- Post over track No. 3 carries signals 57 and 59.
  - Signal 57 into track 2.
  - Short arm switching signal 59 into track 1.
- Post over track No. 4 carries signals 61 and 63.
  - Signal 61 out on track 4.
  - Signal 63 across track 3 and out on track 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2 and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

- Right-hand post carries signals 30 and 32.
  - Signal 30 in on track 1.
  - Signal 32 in on tracks 2, 3 or 4.
- Left-hand post carries signals 34 and 36.
  - Signal 34 in on track 3.
  - Signal 36 in on track 4, or into Long Wharf track, or into and west on track 1, or into track 1 and across into track 2.

West-bound signals on Bridge No. 2 are good only to Bridge No. 1, as below:

- Post over track No. 1 carries signals 18 and 18½.
  - Signal 18 in on track 1.
  - Signal 18½ in on track 2 or 3.
- Post over track No. 2 carries signal 20.
  - Signal 20 in on track 2.
- Post over track No. 3 carries signals 22 and 24.
  - Signal 22 in on track 3.
  - Signal 24 in on track 2 or 1.
- Post over track No. 4 carries signals 26 and 28.
  - Signal 26 in on track 4.
  - Short arm switching signal 28 in on tracks 3, 2 or 1.

West-bound signals on Bridge No. 1, as below:

- Post over track No. 1 carries signal 8.
  - Signal 8 in on tracks 2, 3, 4 or 5.
- Post over track No. 2 carries signal 10.
  - Signal 10 in on tracks 6, 7 or 8.
- Post over track No. 3 carries signals 12 and 12½.
  - Signal 12 in on track 9, 10, 11 or 12.
  - Signal 12½ in on track 13, 14 or 15.
- Post over track No. 4 carries signals 14 and 16.
  - Signal 14 in on tracks 13, 14 or 15.
  - Short arm switching signal 16 in on storage tracks.

Trains coming from shop track will be governed by dwarf signals Nos. 38 and 40, as below:

- Signal 38 across tracks 4, 3, 2 and 1 and in on wharf trestle.
- Signal 40 across tracks 4, 3 and 2 and in on track 1, or in on track 4.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towermen.

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, shall be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

SAN FRANCISCO AND PORT COSTA.

(See top of page for Automatic Block Limits.)

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 12, to the switchman.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

West-bound main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there.

Double track extends from 16th Street, Oakland, to Port Costa. Trains will take the right-hand track when moving east or west as the case may be.

The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

Following rules will be applicable on Double Track between Oakland and Port Costa:

"***Freight trains*** *will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2 and 3 will be maintained without semaphores, orders on Form 19 to be issued at such stations when desirable.*"

"*A regular train may pass and run ahead of a train of the same class, or its sections.*

"*A section may pass or run ahead of another section of the same train, first exchanging orders, signals and numbers with the section to be passed.*

"*An extra train may pass and run ahead of extra and third class trains or their sections.*

"*Work extras must be assigned working limits Within these limits such trains must move with the current of traffic, unless train orders otherwise direct.*"

SPECIAL RULES—Continued.

PORT COSTA YARD LIMITS.

The Junction Double Track Switch east of Port Costa is connected with interlocking signals and will be controlled by towermen. Enginemen and trainmen must familiarize themselves with Signals connected therewith and be governed accordingly. See Rules 110 to 130, pages 106 to 109 inclusive.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on west-bound track through Junction Switch.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run with great care. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains. *Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line.* Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

PORT COSTA AND SACRAMENTO.

(See page 22 for Manual Block Limits.)

The limits of Benicia Yard will extend to and include House track, Army Point.

Tracks between Benicia and Arsenal will be used as **double track main line.**

Trains taking the right-hand track when moving east or west, as case may be.

At Benicia, trains will be governed by special rules issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for the right-hand or westbound track, and if used must be restored to such position.

Signalman will open and close switch for Nos. 2, 10, 14 and 48 when called for by enginmen of such trains. Enginemen in all cases to have train under control and call for switch.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must be handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

"Semaphore signal interlocked with drawbridge over Sacramento River, having been installed at west end of the structure, east-bound trains, finding semaphore blade of such automatic signal at clear, may cross the bridge without coming to full stop; speed, however, to be regulated as above."

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagmen may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Stockton line.

All trains must be brought fully under control before passing over railroad crossing about 1 mile south of Lathrop, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

RAYMOND AND FRESNO.

By Ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop lines.

SAN FRANCISCO AND TRACY.

On double track, between Oakland Pier and Fruitvale, via First Street, all trains will use the right-hand track when moving east or west. Suburban trains on the Seventh Street line will use main-line double track between East Oakland and Fruitvale. Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with current of traffic, will be governed by automatic signals, and will be irrespective of Time Table and Train Order rights, except that freight and extra trains must use every endeavor to avoid delay in movement of Passenger trains; suburban trains will have preference over all others. Junction switch at east end Seventh Street system, East Oakland, and junction switch at east end of double track at Fruitvale, will be handled by switch tenders, whose signals must be respected. Trains must approach these junction switches under control and call for signal by switch tenders before proceeding. Main line trains, via Niles, will give two short, one long and one short blast of the whistle—thus – – —— –, as a signal to switch tender. Alameda line suburban trains will give one short, one long and one short blast of whistle—thus – —— –, as a signal to switch tender. Oakland (Seventh St.) trains will observe Rule 14, page 12; 324, page 60—when necessary.

At Fruitvale the junction double-track switch will stand normally for east-bound track going off double track, and will have to be opened and closed for west-bound trains.

A Register will be kept in switch house nearest junction of double track, Fruitvale, and ALL WEST-BOUND TRAINS WILL register or leave registering Ticket Form 2588 for switch-tender to Register.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at *any* station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham streets.

West-bound two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one arm "home" signal almost opposite the tower. Derailing switches in both east and west-bound main line tracks fifty feet beyond the signal poles. All other train movements at this tower to be controlled by dwarf signals.

East-bound trains leaving Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose yard, will be governed by inter-locked semaphore signals controlled from tower near Third Street.

TRACY, STOCKTON, LODI AND SACRAMENTO.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the "Yard Limits" at Stockton all extra trains or engines must run with great care, expecting to find main track in use.

All trains must be brought fully under control before passing over railroad crossing east of French Camp, notwithstanding flagmen may give clear signal, either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Interlocking signals have been placed to govern the crossing at Sacramento and Taylor streets in Stockton, of the tracks of the A. T. & S. F. R'y and this company. Trainmen and enginemen must carefully observe the position of the signals and be governed accordingly.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry., care must be used to avoid backing through same.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

The "LONG SIDING" extending from SOUTH ST., STOCKTON, to EL PINAL may be used as second track for main-line train movement under special orders.

Between Asylum Switch and South St. yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under full control.

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

Junction switch, Valley Spring line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switch-tender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman. Trains to or from Brighton, will sound two long and three short blasts of the whistle, —— —— – – –, as a signal for the Towerman to set the switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table and train order rights. Under the conditions described in Automatic Block System Rule No. 40, trains must come to a full stop and may then proceed cautiously, moving only under control with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass signal No. 919 governing westbound main line near Twenty-First Street should such signal be found at danger until signal has changed to safety, or hand-signal to proceed been given by switch tender.

Towerman at Elvas Tower will keep Train Register of Western Division trains for information in case of doubt as to movement of superior trains.

See current Sacramento Division Time Table for Special Instructions.

Junction switch at Brighton west of the depot must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas Line at Brighton, under control so as to avoid striking trains of either line which may be using same.

SPECIAL RULES—Continued.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

The junction switches at Ramal and Buchli will be set normally for the California Northwestern Railway. Movement of trains between these stations will be in accordance with the current time-table and Rules of the Western Division, Southern Pacific Co. Station semaphores will stand normally at "Stop." If semaphore is cleared on signal, California Northwestern Railway trains may pass through switches without stopping. Trains of Western Division will stop and sound two long and three short blasts of the whistle, thus —— —— – – –, as a signal to switch-tender to set switches accordingly. If switch-tender is not on duty trainmen must open and close switches, restoring them as above indicated.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg.	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. J. J. Meigs, Division Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J. P. Dunn, District Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. G. F. Chalmers	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. J. G. Nellis, Emergency Surgeon	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. D. Grissim	San Jose, Cal	Between Milpitas and San Jose.
Dr. J. U. Hall, Consult'g and Emerg'y Surg.	San Jose, Cal	
Dr. W. L. Wilson, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal	Between San Pablo, Benicia, Vallejo and Brentwood.
Dr. Frank Rattan, Emergency Surgeon	Martinez, Cal	
Dr. W. S. George, Emergency Surgeon	Antioch, Cal	
Dr. Geo. F. Wise, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H. C. Crowder	Tracy, Cal	Between Brentwood, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.
Dr. A. B. Powell, Emergency Surgeon	Dos Palos, Cal	
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun, Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer, Emergency Surgeon	Vacaville, Cal	
Dr. E. K. Caldwell, Emergency Surgeon	Winters, Cal	
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E. Bates	Davis, Cal	Between Tremont and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. G. L. Stevenson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. Thos. Ross, Consulting Physician	Sacramento, Cal	
Dr. W. E. Briggs, Oculist and Aurist	Sacramento, Cal	
Dr. F. W. Harms	Galt, Cal	Between Elk Grove and Lodi.
Dr. A. L. Adams, Emergency Surgeon	Ione, Cal	
Dr. W. W. Fitzgerald	Stockton, Cal	Between Lodi, Lathrop and Milton.
Dr. F. R. Clarke	Stockton, Cal	Between Lodi, Lathrop and Milton.
Dr. F. W. Colman, Emergency Surgeon	Lodi, Cal	
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley, Emergency Surgeon	Milton, Cal	
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Montpellier
Dr. J. P. Wilkes, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth, Emergency Surgeon	Waterford, Cal	
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. H. V. Monnett, Emergency Surgeon	Turlock, Cal	
Dr. A. M. Smith	Merced, Cal	Between Livingston, Minturn and Montpellier.
Dr. A. H. Byars	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp, Emergency Surgeon	Raymond, Cal	
Drs. W. T. and J. L. Maupin	Fresno, Cal	Between Borden and Fresno.

HOSPITALS:

General Hospital—S. P. Hospital, San Francisco, Cal.

Division Hospital—S. P. Hospital, Sacramento, Cal.

Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING—WESTERN DIVISION.

(Revised, Oct. 1st., 1905.)

CLASS. -Consolidation Engines ’-Ten-Wheelers “M”-Moguls “A”-Atlantic Type “P”-Pacific Type “S”-Switch “E”-Eight-Wheelers “TW”-Twelve-Wheelers	ENGINE NUMBERS.	BOILER PRESSURE.	BENICIA TO ★SACRAMENTO.	BETWEEN †OAKLAND AND MENDOTA (VIA MARTINEZ).		BETWEEN TRACY AND SACRAMENTO.	TRACY TO NILES.	NILES TO TRACY.	OAKLAND TO SAN JOSE.	SAN JOSE TO OAKLAND.	BETWEEN LATHROP AND FRESNO.	★★NAPA JUNCTION TO SUISUN.	★★SUISUN TO NAPA JUNCTION.
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—63$\frac{16}{24}$ 34	1214	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57$\frac{16}{24}$ 39	1220, 1222	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63$\frac{16}{24}$ 39	1224, 1225	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63$\frac{17}{24}$ 40	1284	140	1340	1360	1790	1340	460	500	990	1095	1415	440	300
E—63$\frac{16}{24}$ 48	1239	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63$\frac{16}{24}$ 39	1218, 1273	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E - 57$\frac{17}{24}$ 49	1276, 1282, 1283	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63$\frac{17}{24}$ 40	1215, 1226	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57$\frac{17}{24}$ 40	1268, 1285	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63$\frac{17}{24}$ 43	1263, 1287, 1291	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57$\frac{17}{24}$ 57	1272, 1286, 1292	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63$\frac{17}{24}$ 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63$\frac{17}{24}$ 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63$\frac{17}{24}$ 52	1309	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
E—63$\frac{17}{24}$ 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69$\frac{17}{26}$ 53	1362, 1363	150	......	......	......	......	......	......	......	......	......	......	......
E—69$\frac{17}{26}$ 55	1364, 1365	150	......	......	......	......	......	......	......	......	......	......	......
E—63$\frac{17}{24}$ 47	1278, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63$\frac{17}{24}$ 47	1341, 1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69$\frac{18}{24}$ 68	1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69$\frac{18}{28}$ 57	1415, 1416, 1418	150	1945	2135	2815	1945	690	735	1425	1575	2025	670	465
E—69$\frac{18}{28}$ 62	1419, 1420, 1422, 1423, 1424	150	2115	1960	2590	2115	760		1555	1715	2205	735	515
E—73$\frac{20}{24}$ 92	1446	180	......	......	......	......	......	......	......	......	......	......	......
E—69$\frac{18}{26}$ 73	1463	160	......	......	......	......	......	......	......	......	......	......	......
E—62$\frac{18}{26}$ 65	1474	160	......	......	......	......	......	......	......	......	......	......	......
E—62$\frac{18}{26}$ 62	1475, 1478, 1479, 1480	160	......	......	......	......	......	......	......	......	......	......	......
M—63$\frac{20}{28}$ 126	1619, 1622, 1629, 1635, 1636, 1641, 1655, 1656, 1663	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63$\frac{20}{28}$ 126	1667, 1671, 1673, 1674, 1682, 1685, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63$\frac{15\frac{1}{2}-26}{28}$144	1741, 1751, 1758, 1785, 1798, 1802	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57$\frac{18}{24}$ 72	2004, 2005	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57$\frac{18}{24}$ 55	2010	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57$\frac{18}{24}$ 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T - 63$\frac{18}{24}$ 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63$\frac{18}{24}$ 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57$\frac{18}{24}$ 64	2032, 2034 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T 57$\frac{18}{24}$ 67	2042, 2045, 2046, 2061, 2064, 2070, 2074, 2086, 2089	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57$\frac{18}{24}$ 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57$\frac{18}{24}$ 66	2105	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 79	2108, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 73	2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63$\frac{18}{24}$ 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57$\frac{18}{24}$ 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57$\frac{18}{24}$ 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57$\frac{18}{24}$ 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57$\frac{18}{24}$ 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69$\frac{19}{24}$ 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—57$\frac{18}{24}$ 66	2112	145	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 73	2114	160	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—69$\frac{20-29}{26}$100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
TW - 51$\frac{20}{26}$ 110	2802, 2804	160	3165	3285	4485	3165	1225	1225	2245	2440	3165	1275	930
A—84$\frac{15-25}{28}$110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79$\frac{15-25}{28}$102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81$\frac{20}{28}$ 105	3025, 3026	200	......	......	......	......	......	......	......	......	......	......	......
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—Ms.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

★ Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60% engine rating will be given switch engine helper out of Oakland yard.

★★ For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.

TONNAGE RATING—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed, which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia		....	Dixon and Tremont	2.13	1.38	Acampo and Lodi	1.00	1.33	Pleasanton and Sunol	1.26	1.72
Oakland and Stockyard	1.50	1.50	Benicia and Army Point	2.77	2.77	Tremont and Davis	1.66	1.00	Lodi and Castle	2.20	2.66	Sunol and Niles	1.17	F
Stockyard and West Berkeley	1.50	1.50	Army Point and Goodyear	2.77	2.77	Davis and Webster	F	1.73	Castle and Stockton	2.00	2.77	West Oakland and Melrose	2.29	1.40
West Berkeley and Stege	1.50	2.66	Goodyear and Teal	2.77	2.77	Webster and Sacramento	1.47	1.33	Stockton and Lathrop	2.66	1.80	Melrose and San Leandro	1.53	1.40
Stege and San Pablo	1.50	2.00	Teal and Suisun	2.77	2.77	Sacramento and Brighton	1.84	1.00	Lathrop and Banta	2.66	1.08	San Leandro and Haywards	1.22	1.30
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77	Brighton and Florin	1.00	2.14	Banta and Tracy	1.23	1.08	Haywards and Niles	1.01	1.12
Pinole and Rodeo	2.40	2.00	Vanden and Cannon	1.03	2.77	Florin and Elk Grove	2.00	1.46	Tracy and Midway	F	1.22	Niles and Warm Springs	1.09	1.00
Rodeo and Vallejo Jct.	2.66	1.83	Cannon and Elmira	1.21	1.00	Elk Grove and McConnel	2.00	2.66	Midway and Altamont	F	1.00	Warm Springs and Milpitas	2.00	1.08
Vallejo Jct. and Crockett	F	1.83	Elmira and Batavia	1.47	1.66	McConnel and Galt	1.66	1.00	Altamont and Livermore	1.00	F	Milpitas and San Jose	1.01	2.76
Crockett and Port Costa	2.66	2.53	Batavia and Dixon	1.47	1.46	Galt and Acampo	2.00	1.33	Livermore and Pleasanton	1.26	5.47			

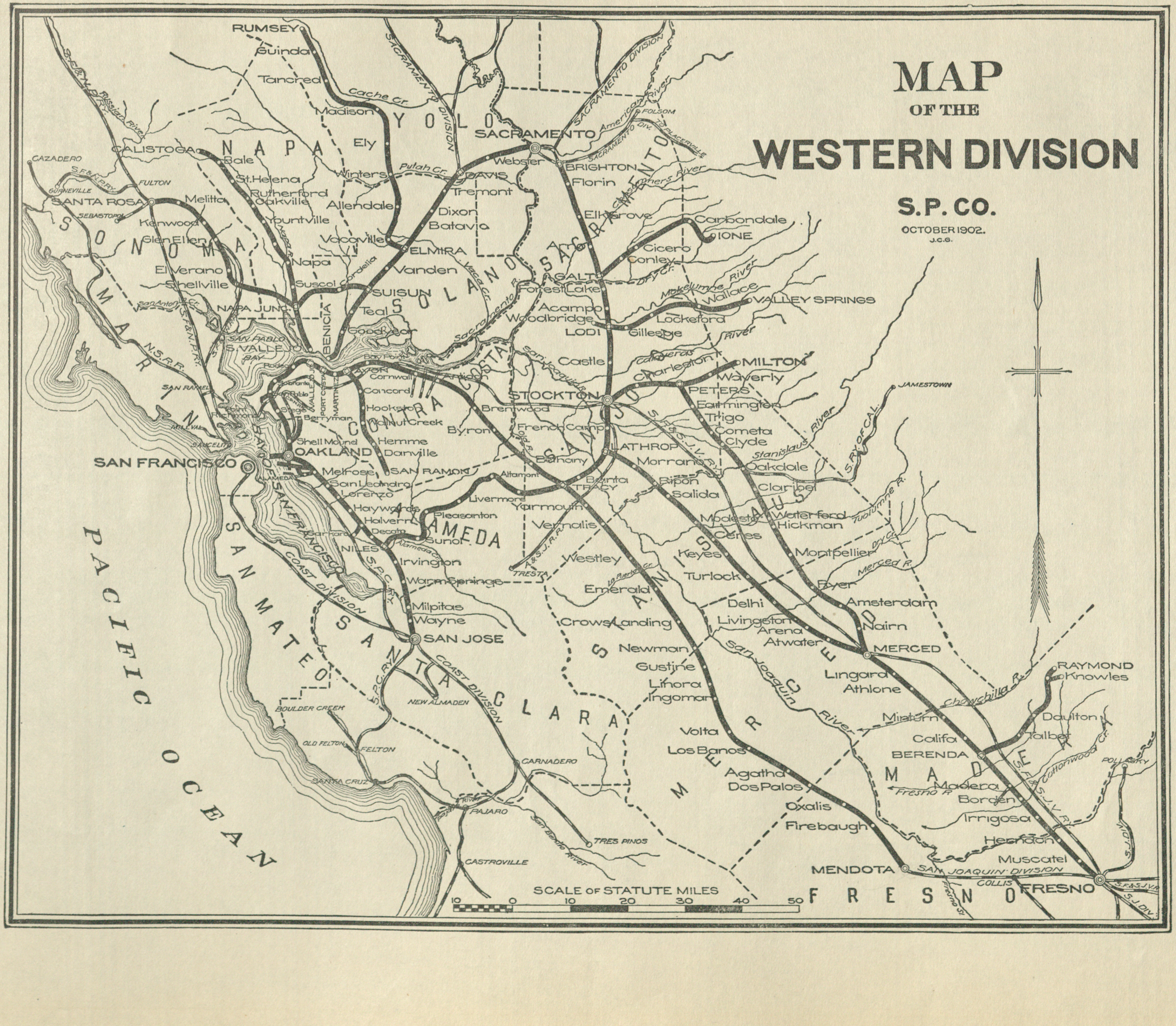
STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh	1.66	2.60	Ingomar and Linora	1.73	1.50	Vernalis and Yarmouth	1.30	2.66	Byron and Brentwood	1.93	1.50	McAvoy and Bay Point	1.66	2.33
Firebaugh and Oxalis	2.00	F	Linora and Gustine	2.33	1.47	Yarmouth and Lyoth	2.66	2.00	Brentwood and Neroly	1.50	1.50	Bay Point and Avon	2.66	2.66
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman	1.66	2.66	Lyoth and Tracy	1.50	2.66	Neroly and Antioch	1.50	F	Avon and Martinez	2.53	2.66
Dos Palos and Agatha	1.60	2.66	Newman and Crows Landing	2.66	1.50	Tracy and Bethany	1.50	1.83	Antioch and Los Medanos	1.50	2.00	Martinez and Port Costa	F	2.26
Agatha and Los Banos	1.33	2.00	Crows Landing and Emerald	1.73	2.00	Bethany and Herdlyn	1.53	1.53	Los Medanos and Cornwall	1.50	2.33	Port Costa and Crockett	2.66	2.53
Los Banos and Volta	1.40	1.53	Emerald and Westley	1.33	1.66	Herdlyn and Byron	2.66	1.83	Cornwall and McAvoy	1.53	2.66	Crockett and Vallejo Jct.	F	1.83
Volta and Ingomar	1.50	2.33	Westley and Vernalis	1.60	1.53									

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon	1.50	2.00	Berenda and Minturn	1.50	2.60	Merced and Atwater	2.00	2.00	Turlock and Keyes	2.30	F	Modesto and Ripon	2.20	F
Herndon and Madera	1.50	1.90	Minturn and Athlon	1.50	2.20	Atwater and Livingston	1.80	F	Keyes and Modesto	2.00	2.00	Ripon and Lathrop	1.90	F
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10	Livingston and Turlock	1.80	F						

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood	1.76	1.22	Glen Ellen and El Verano	1.58	F	Shellville and Napa Jct.	2.94	1.36	Creston and Cordelia	1.00	F
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43	El Verano and Shellville	2.35	6.00	Napa Jct. and Creston	F	1.00	Cordelia and Suisun	4.30	2.40

W. R. SCOTT,
Superintendent.

A. W. BAKER,
Asst. Superintendent.



MAP OF THE WESTERN DIVISION

S.P. CO.

OCTOBER 1902.
J.C.G.

RUMSEY
Guinda
Tancred
Cache Cr.
Madison
YOLO
SACRAMENTO DIVISION
Ely
SACRAMENTO
American River
FOLSOM
SACRAMENTO DIV.
TO PLACERVILLE
Webster
BRIGHTON
Florin
Cosumnes River
Elk Grove
SACRAMENTO
Carbondale
IONE
Arno
Cicero
Conley
Dry Cr.
GALT
Forest Lake
Mokelumne River
Wallace
VALLEY SPRINGS
Acampo
Woodbridge
LODI
Lockeford
Gillespie
Calaveras River
Castle
Charleston
MILTON
Waverly
STOCKTON
PETERS
Farmington
Trigo
Cometa
Clyde
JAMESTOWN
S. RY. OF CAL.
Stanislaus River
Oakdale
Claribel
Tuolumne R.
Waterford
Hickman
Montpellier
Dry Cr.
Merced R.
Ryer
Amsterdam
Nairn
MERCED
RAYMOND
Knowles
Chowchilla R.
Daulton
Talbot
Cottonwood Cr.
POLLASKY
CALISTOGA
NAPA
CAZADERO
S.F.&N.P.RY.
Russian River
FULTON
GUERNEVILLE
SANTA ROSA
SEBASTOPOL
Melitta
Bale
St. Helena
Rutherford
Oakville
Yountville
Napa R.
Kenwood
Glen Ellen
SONOMA
El Verano
Shellville
San Antonio Cr.
NAPA JUNC.
Napa
Suscol
Cordelia
Winters
Putah Cr.
DAVIS
Tremont
Allendale
Dixon
Batavia
Vacaville
ELMIRA
Vanden
Vaca Cr.
SUISUN
SOLANO
Teal
Goodyear
BENICIA
Sacramento R.
San Joaquin R.
MARIN
N.S.R.R.
S.F.&N.P.RY.
SAN PABLO
S. VALLEJO
BAY
Rodeo
Bay Point
Avon
Cornwall
Antioch
CONTRA COSTA
Sobrante
San Pablo
Stege
VALLEJO JUNC.
PORT COSTA
MARTINEZ
Concord
Hookston
Walnut Creek
Berryman
SAN RAFAEL
Point Richmond
MILL VALLEY
SAUCELITO
Shell Mound
OAKLAND
Hemme
Danville
SAN FRANCISCO
ALAMEDA
Melrose
SAN RAMON
San Leandro
Lorenzo
Haywards
Halvern
Decoto
Pleasanton
ALAMEDA
Sunol
Alameda Cr.
NILES
Irvington
Warm Springs
S.P.C.RY.
BAY OF SAN FRANCISCO
COAST DIVISION
Milpitas
Wayne
SAN JOSE
SAN MATEO
SANTA CLARA
S.P.C.RY.
NEW ALMADEN
COAST DIVISION
BOULDER CREEK
OLD FELTON
FELTON
SANTA CRUZ
CARNADERO
Pajaro River
PAJARO
San Benito River
TRES PINOS
CASTROVILLE
PACIFIC OCEAN
Brentwood
Byron
French Camp
Old R.
Bethany
Altamont
Livermore
Banta
TRACY
LATHROP
Morrano
Ripon
Salida
S.F.&S.J.V.RY.
Yarmouth
Vernalis
A.&S.J.R.R.
TRESTA
Westley
Modesto
Ceres
STANISLAUS
SAN JOAQUIN
Keyes
Turlock
La Puerta Cr.
Emerald
Delhi
Livingston
Arena
Atwater
Crows Landing
Newman
Gustine
Linora
Ingomar
San Joaquin River
MERCED
Lingard
Athlone
Minturn
Califa
BERENDA
MADERA
Madera
Fresno R.
Borden
Irrigosa
Herndon
Muscatel
S.F.&S.J.V.RY.
Volta
Los Banos
Agatha
Dos Palos
Oxalis
Firebaugh
MENDOTA
SAN JOAQUIN DIVISION
COLLIS
Fresno Sl.
FRESNO
FRESNO
S.F.&S.J.V.R.
S.J. DIV.
S.J. DIV.
SCALE OF STATUTE MILES
10
0
10
20
30
40
50